NPS Form 10-900
(Rev. Aug. 2002)

OMB Approval No. 1024-0018
(Expires Jan. 2005)

1079

United States Department of the Interior
National Park Service

RECEIVED 2280
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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

Listed On

VLR: 12/16/2010
NRHP: 12/22/2014

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word process, or computer, to complete all items.

1. Name of Property

historic name Great Falls Park (Historic District)

other names/site number VDHR #029-5639

2. Location

street & number Parkland bounded by the Potomac River on the east, Georgetown Pike (VA Route 193) & River Bend Road (VA Route 603) on the west, and extending approximately 2.5 miles along the river north from Difficult Run. Great Falls Park (GRFA) is administered by the NPS, George Washington Memorial Parkway (GWMP) ☐ not for publication

city or town Great Falls ☒ vicinity

state Virginia code 51 county Fairfax code 059 zip code 22066

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☒ nationally ☒ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Robert L. Sutton, Deputy FPO 11/10/2014
Signature of certifying official/Title Date

National Park Service
State or Federal Agency or Tribal government

In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Julie V. Langan 9.12.2014
Signature of commenting official/Title Date

Virginia Department of Historic Resources
State or Federal agency or bureau

4. National Park Service Certification

I hereby certify that the property is:

☒ entered in the National Register.
☐ See continuation sheet

☐ determined eligible for the National Register.
☐ See continuation sheet.

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain:) _____

for Edson H. Beall
Signature of the Keeper

Date of Action 12.22.14

Great Falls Park Historic District
Name of Property

Fairfax County, Virginia
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☐ private
- ☐ public-local
- ☐ public-State
- ☒ public-Federal

Category of Property
(Check only one box)

- ☐ building(s)
- ☒ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	6	buildings
27	0	sites
28	11	structures
29	2	objects
85	19	Total

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

N/A

Number of contributing resources previously listed In the National Register

16 structures (Patowmack Canal)

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/water-related
COMMERCE/TRADE/tavern
COMMERCE/TRADE/commercial storage
DOMESTIC/single dwelling
INDUSTRY/manufacturing facility
TRANSPORTATION/road-related
RECREATION AND CULTURE/outdoor recreation

Current Functions
(Enter categories from instructions)

RECREATION AND CULTURE/outdoor recreation

7. Description

Architectural Classification
(Enter categories from instructions)

MODERN MOVEMENT/Park Service Modern

Materials
(Enter categories from instructions)

foundation CONCRETE
walls CONCRETE
roof WOOD Shingle
other WOOD

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

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

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

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

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☒ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Archeology/Pre-historic
Archeology/Historic-Non-Aboriginal
Architecture
Commerce
Engineering
Exploration/settlement
Industry
Politics/Government
Transportation

Period of Significance
ca. 6,000 BC – 900 AD; ca. 1750 – 1968 AD

Significant Dates
ca. 6,000 BC; ca. 1750 AD; 1785 – 1802 AD; 1828 AD;
1906 AD; 1965-68 AD

Significant Person
(Complete if Criterion B is marked above)

George Washington

Cultural Affiliation
Mid- to Late- Archaic
Woodland

Architect/Builder
Cooper, Kent (Mission 66 Visitor Center)

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):
- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designed a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey #
- ☒ recorded by Historic American Engineering Record # HAER No.VA-13,13A,13B,13C

Primary location of additional data:
- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☒ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:
Virginia Dept. of Historic Resources, Richmond;
National Park Service, NCR, Washington DC

10. Geographical Data

Acreage of Property 803.691 acres

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1				3			
2				4			

☒ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Edie Wallace, historian; Paula S. Reed Ph.D., architectural historian

2013-2014 Revisions: NPS, National Capital Region Cultural Resources Division staff: Dean Herrin, Regional Historian (202-619-7279); Kathryn G. Smith, Historian; and Erik Johnson, NCPE Intern

organization Paula S. Reed & Associates, Inc. date April 2008 – September 2010 REVISED to August 2014

street & number 1 W. Franklin St., Suite 300 telephone 301-739-2070

city or town Hagerstown state Maryland zip code 21740

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name National Park Service, George Washington Memorial Parkway, Attention: Superintendent

street & number Turkey Run Headquarters 700 George Washington Memorial Parkway telephone 703-289-2500

city or town McLean state Virginia zip code 22101

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et. seq.*). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to Keeper, National Register of Historic Places, 1849 "C" Street, N.W., Washington, DC 20240.

Introduction

While this is a new nomination for Great Falls Park, the Potomac Canal which is located within the park was previously listed on the National Register of Historic Places (NRIS 79003038) and designated a National Historic Landmark (NHLS 79003038) in 1979. The original nomination was prepared in 1979 and expanded to discuss the nationally significant political importance of the property. Since 1982, additional research and documentation within Great Falls Park has yielded new historic information and significant cultural features. This nomination has been prepared to create a new historic district that encompasses all resources, periods, and areas of significance reflected by the resources found within the bounds of Great Falls Park, part of the George Washington Memorial Parkway which is a part of the national park system of the United States.

The Great Falls Park district includes significant archeological sites spanning from approximately 6,000 B.C. to the mid-20th century. While not all identified sites have been archeologically tested and evaluated, together they contribute to the district's significance by reflecting the millennia of human use of the land. In coming years, the NPS plans to complete a multi-year Archeological Identification and Evaluation Study of the park. After that data is compiled, this nomination will be amended to include the most up to date scholarship and evaluation of the archeological resources.

Physical Description

Summary Description

Great Falls Park follows the south (west) shore of the Potomac River for more than one mile, as the river cascades over the Great Falls at an area where the Potomac flows in a southerly direction. The park extends from a point north of Mine Run opposite the Aqueduct Dam across the Potomac, south to and below Difficult Run between the Georgetown Pike and the Potomac River. The topography is rugged and hilly, combined with boulder-strewn flats and marsh. At the north end of the park, the Virginia shore is at the river level. At the falls, the river drops approximately 70 feet, into a narrow passage known as Mather Gorge. From the beginning of the falls on, sheer cliffs wall the river and channel churning water down through the gorge. Tumbled jagged rocks define the tops of the cliffs. Extending back from the river is a level area, known historically as the "meadow" or glade, behind which rises Glade Hill, a narrow flat and then more undulating ground. A ridge runs to the south end of the park descending precipitously to Difficult Run near its mouth. The north end of the park is hilly and wooded with a combination of deciduous trees and evergreens.

A labyrinth of trails, paths, and roads lace the park providing recreational opportunities for visitors, including hiking, biking, and horseback riding. Many of the trails today exist upon and help preserve and interpret historic road traces. Also on the landscape are structural remnants of prior use of the land, most notably from the Patowmack Canal period of the 1780s-1820s, which is interpreted and celebrated in the park. Other cultural remnants are from the 20th century, including the Great Falls & Old Dominion (GF&OD) electric railroad right-of-way now used as part of the park entrance road (and continues out of the park as a state-owned road), several stone quarries, a few remains from the Great Falls Amusement Park, and several cabin sites, although there is little visual evidence remaining from these uses. Today (2008), National Park Service (NPS) buildings are the only buildings standing within the park boundary. Thus the general physical appearance of Great Falls Park emphasizes the natural landscape, the Patowmack Canal, and the National Park development of the property.

This modern landscape is the result of a process of development over time, from wilderness to a landscape marked by a variety of cultural accretions. During early prehistoric times the park area was largely thick woodlands sparsely populated by Native Americans in seasonal camps. Developing trails likely blazed by migrating game animals, these groups accessed the resources of the forest and the Potomac River. Algonquian speaking groups relocated southward along the Potomac from villages above and below the Falls in the 16th century as influences from the Iroquoian speaking Susquehannocks made the Fall Line a boundary between the groups. During colonial times, as the woodlands were patented and settlers moved in, the landscape changed as fields were cleared, roads were cut, often using established Native American paths, and farmsteads and mills were erected. Following United States independence, further development took place in the form of the Patowmack Canal construction and establishment of the town of Matildaville. Canal structures include the canal bed or prism, portions of five locks, guard locks/gates, holding basins, remnants of an iron works, a grist mill, and a saw mill. In Matildaville, streets were laid out, houses and commercial buildings erected, and roads were further improved. After the canal closed in 1828, the Great Falls landscape continued in use by tenant farmers but few changes were made until the electric railroad arrived in 1906. Throughout the first half of the 20th century the landscape was alive with trolley cars, summer camps, and amusement and dining facilities. Much of this 20th-century cultural landscape was removed or destroyed by floods and, after 1958, was replaced by the NPS facilities standing today (2008).

Current Physical Appearance

As seen currently, Great Falls Park is largely preserved as forest, a recreational and historical NPS unit under the administration of the George Washington Memorial Parkway. The park offers historical interpretation, picnicking, hiking, bridle trails, scenic views of the falls, as well as rock climbing and kayaking. In addition, there are remnants of the historic Patowmack Canal and Matildaville, a village that grew alongside the canal's main holding basin. Old Dominion Drive, a state-owned, Virginia

Department of Transportation (VDOT), macadam road, once the route of the GF&OD, leads to the Visitor Contact/Entrance Station located in the vicinity of the former railroad turnaround. The park road continues to a series of parking lots. Just north of the visitor center is a large, asphalt paved parking lot with connecting aggregate-concrete-paved walkways to the visitor center. An additional paved lot is located to the north at the head of the North River Trail, opposite the Clay Pond, and another lot is located southeast of the Visitor Contact/Entrance Station. A flat area, located to the southwest of the visitor center and adjacent to the old canal prism, serves as the park picnic grounds. This open ground is populated with large oak trees and occasional boulders, tables, charcoal grills, and several open pavilions. Amusement Park-era remains are scattered throughout the grounds.

Inventory

Following is a descriptive inventory of historic and non-historic buildings, structures, objects, and sites as they currently appear within the Great Falls Park (GRFA) boundary. Each is listed by the parenthetical National Register (NR) number which corresponds with the GRFA Inventory Database Report generated from the GRFA Inventory Microsoft Access Database, prepared for this GRFA Historic District nomination. Following this number is the common name of each resource; the associated NPS List of Classified Structures (LCS) number; an approximate date of construction; and whether a resource is listed as contributing or non-contributing to the district. Below this are the Virginia Department of Historic Resources (VDHR) file number(s) and archeological site number, if the resource has both. Modern buildings do not receive LCS numbers and, with the exception of the Visitor Center, do not contribute to the Great Falls Park Historic District.

National Park Service Resources

(NR #1) Visitor Center (no LCS #), 1967, 1 contributing building.
VDHR File #029-5639-0001
Part of the NPS Mission 66 program of modernizing park facilities throughout the system, the Great Falls Visitor Center was designed by architect Kent Cooper in 1965. It stands beside the bed of the former Patowmack Canal and is a focal point of the park. Set on a north-south axis, the center consists of two parallel rectangular buildings joined by an elevated walkway. Each building stands two stories high with a wood-shingled mansard roof covering the second story. The two buildings are offset slightly with the west building placed a bit south of the east one. Between them is a paved walkway, the "picnic terrace," beneath the elevated connecting bridge. The design's intent is to evoke the image of two canal boats, and the design does call to mind boats with ramped walkways leading from a "dock."

The ground floor of each section is constructed of aggregate cast stone block and reinforced concrete with the upper level cantilevered over the ground floor. The end walls of the cantilevered portion are

filled with glass panels. The remainders of the end walls are concrete block with 4-inch by 4-inch stained wood applied vertically over the blocks. The underside of the mansard roof is finished with bevel-edged stained pine sheathing. The first stories contain staff offices, restrooms, and a snack bar. The upper levels house the visitor information desk, interpretive displays, a book shop, and an auditorium. Ramped walkways provide visitor access to the upper levels of the center--one ramp leading to the north entrance of the west building and another leading to the south entrance of the east building.

The paved composite river gravel "picnic terrace", located between the two building sections, is landscaped with three planting areas, as indicated on the 1969 Visitor Center "Site Improvements" drawing. Also remaining are the "native boulder arrangements" and picnic tables indicated on the 1969 landscape design.

(NR #2) Visitor Contact/Entrance Station, 2003, 1 non-contributing building.
VDHR File #029-5639-0030
At the entrance to Great Falls Park, Old Dominion Drive splits to pass around the Entrance Station set in the center of the road. Incoming traffic must stop on the right side of the building to pay a fee. Built of stone and natural wood in 2003, the station is a one-story, gable-roofed building with three bays and an overhanging porch under the main roof span along its east wall. The base of the building is roughly coursed grey granite. The stone also forms low walls adjacent to the east and west gable ends. Above the stone base, the walls are naturally finished wood board and batten. In the north gable end there is a set of large double doors with iron hardware. In the north gable peak there is a small square door with iron hardware. The overall appearance of the building is that of a small, animal barn or stable. A three-part slider window is in the south bay of the east elevation, providing access for the attendant to arriving motorists. Beyond the window the east wall recesses beneath a porch supported by columns made from 4-inch by 4-inch posts resting on stone piers. The roofing material is wood shingle. On the west side of the building is a door and access window though exiting vehicles are not stopped as they leave the park.

(NR #3) Park Maintenance Buildings, 1969, 2 non-contributing buildings.
VDHR File #029-5639-0031
Just inside the park entrance and near the visitor center, situated on the west side of the road is the park maintenance complex. The group of buildings includes a three-bay garage and a pre-fabricated shed. The main building is a concrete block structure with a gabled roof and three garage bays in the south end wall. The gables are sheathed with lapped wood siding. The roofing material is asphalt shingles. The complex is enclosed within a stockade-type fence for screening purposes.

(NR #4), U.S. Park Police Trailer, ca. 2000, 1 non-contributing building.
VDHR File #029-5639-0031
This prefabricated, metal-sided trailer, located in the maintenance building yard, is used as an on-site office by the U.S. Park Police. It is located within the fenced yard of the maintenance building complex (see NR #3).

(NR #5), Restroom Facility, ca. 1969, 1 non-contributing building.
VDHR File #029-5639-0032
Near the junction of Matildaville Trail and Old Carriage Road stands a concrete block comfort station. It is a one-story, gable-roofed building with entrances for men's and women's restrooms.

(NR #6), Overlooks, ca. 2005, 3 non-contributing structures.
VDHR File #029-5639-0033
Atop the cliffs on the west side of the river, opposite and just south of the visitor center, are three scenic overlooks. These structures are constructed of low stone walls with wood rails to chest height. The flag stoned viewing plazas are leveled at the tops of the cliffs and cantilevered slightly out over the falls and gorge below. Wooden steps and handicap ramps lead to Overlooks 2 and 3. Overlook 3 is on the historic site of the observation tower from the Great Falls Amusement Park era. Another overlook from the Amusement Park era once stood north of the current overlooks. It was destroyed by floods in 1984.

(NR #7) Wooden walkways, ca. 1985 and later, 6 non-contributing structures.
VDHR File #029-5639-0034
The park has installed wooden walkways and foot bridges in marshy areas on the trails through the park. These are natural wood structures to provide access to the various points in the park.

Amusement Park Resources

(NR #8) Electric Railroad Installation, ca. 1906, 1 contributing site (multi-component).
VDHR File #029-5639-0002, VDHR Site #44FX3534
ASMIS#: Not yet assigned.
On the hillside along the west side of Old Dominion Drive, approximately 100 feet south of the Visitor Entrance Station, is a concrete pad with low concrete retaining walls on three sides. Immediately in front of the concrete pad are two concrete-lined square pits with metal apparatus protruding from the center to just above ground level. The purpose of this installation is unknown; however, it is presumed to be related the terminus of the Great Falls & Old Dominion electric railroad.

(NR #9) G.A. Dentzel Carousel Site, 1906, 1 contributing site.
VDHR File #029-5639-0035, VDHR Site #44FX3476
ASMIS#: Not yet assigned.
Only the stone "foundation" ring marks the location of the old carousel and, of that, only a few stones are currently visible. The stone ring is located in the picnic area immediately south of the Visitor Center.

(NR #10) Stein & Goldstein Carousel Site, 1954, 1 contributing site.
VDHR File #029-5639-0036, VDHR Site #44FX3477
ASMIS#: Not yet assigned.
Only the concrete block "foundation" ring marks the location of the later carousel. Again, only a few blocks are actually visible in the ground. This carousel site is located south of today's Overlook #3 in a small picnic area.

(NR #11) Metal Lamp Bracket, ca. 1906, 1 contributing object.
VDHR File #029-5639-0037
This metal is three rods welded into a triangular bracket and bolted to a tree along the former "Lover's Lane," along the east side of the Patowmack Canal prism. It is the only remaining lamp bracket of a series said to have lined Lover's Lane during the Amusement Park's heyday.

(NR #12) Dance Pavilion Site, ca.1906, 1 contributing site.
VDHR File #029-5639-0038, VDHR Site #44FX3532
ASMIS#: Not yet assigned.
The site of the Dance Pavilion is known from historic photographs. Nothing remains above ground of the two-story frame pavilion.

(NR #13) Great Falls Inn Site, ca.1906, 1 contributing site.
VDHR File #029-5639-0037, VDHR Site #44FX3533
ASMIS#: Not yet assigned.
The two-story frame Great Falls Inn was demolished in 1969. Its location is known from historic photographs and is currently undisturbed.

Matildaville Resources

(NR #14) Matildaville Village Site, 1797-1836, 1 contributing site.
VDHR File #029-5639-0028, #029-0133-0001, #029-0211-0015, VDHR Site #44FX0054
ASMIS#: GWMP00025.000
The site of the village of Matildaville is overgrown with deciduous trees and undergrowth. The Matildaville Trail follows the Canal Street right-of-way along which the remains of several structures are still standing (see below). The village was platted in 1794 adjoining the west side of the Patowmack Canal holding basin. At least 40 ½-acre lots were laid out along two north-south streets – Canal and Washington – and at least five east-west streets – Fitzgerald, Gilpin, Stuart, Lee, and Fairfax. Archeological investigations completed in 1978 by Southside Historical Sites, Inc. revealed 31 identified and unidentified structures and features associated with the early village.

(NR #15) Dickey's Inn/Tavern (LCS #010852), ca. 1797, 1 contributing site.
VDHR File #029-5639-0039, #029-0133-0002, #029-0211-0016, VDHR Site #44FX3547, LCS#010852
ASMIS#: GWMP00084.000
All that remains of this two-part building are foundations and part of a large stone chimney stack. However, several photographs of the building survive indicating its historic appearance. The building was a log dwelling, two stories high by three bays wide with a chimney on its north side. It faced west onto the road, called Canal Street (today called Matildaville Trail), which was Matildaville's main street. Attached to it was a one-story kitchen wing, also of log construction with a brick chimney, possibly on a stone base. A lean-to addition extended the kitchen wing to the east. The building most likely dated from the development of Matildaville in 1797. Beginning as early as the 1820s it likely housed the William Hubball tavern and then Lewis Sewall's tavern operation. Newspaper articles indicate that William P. Dickey operated his tavern business in the building as early as 1873 and continued into the 1920s. The house burned in 1950. There is archeological evidence of another building behind the house and photographic evidence of associated outbuildings that have not been archeologically investigated to date (2008).

An archeological site condition assessment was conducted by NPS archeologists in 2013. The extant ruins consist of a stone foundation and a stabilized partial stone chimney. A wooden fence and rusted metal scaffold stabilize the structure and protect it from visitor tampering. The footprint of the inn-tavern is scattered with stone, brick and brick fragments, ceramics, and burnt glass, as well as with some modern refuse (bottle glass). The only disturbances noted were exposed fragments of landscaping fabric used to cover the foundation, which have eroded free. Overall, the site remains in good condition.

(NR #16) Springhouse (LCS #010854), ca. 1797, 1 contributing site.
VDHR File #029-5639-0040, #029-0133-0003, #029-0211-0017, VDHR Site #44FX3548
ASMIS#: GWMP00085.000
The "springhouse" consists of a rock-walled and covered spring head and remains of a foundation wall that is all that survives of an adjoining springhouse. The spring lies between Matildaville Trail (Canal Street) and the canal basin, with the open side of the spring head facing toward the basin, or to the east. It is situated between two house ruins, Dickey's and Anderson's. The construction date is unknown and archeological investigation has not produced conclusive datable evidence. The structure could date to the development of Matildaville in the late 18th century. The stone chamber enclosing the springhead is 2 feet 4 inches by 4 feet, according to LCS documentation and the Seneca sandstone foundation for the adjoining springhouse measures 11 by 13 feet. A set of stone steps leads down to the springhead, on the north side of the walled area. The stones enclosing the springhead are cut and the top stone is notched. This top stone may have been cut for the canal construction.

An archeological site condition assessment was conducted by NPS archeologists in 2013. The springhouse ruins consist of a stone-lined and covered wellspring, as well as a red Seneca sandstone foundation that once supported the wooden superstructure of the springhouse. Since the last condition inspection in 2006, the top of the wellspring has incurred damage consisting of a medium-sized (3-5 inch) hole that has opened up between the stones of the cover, allowing water and debris into the spring. This damage appears to have been caused by water erosion, and further damage can be seen in the facade of the wellspring, which now has a large fissure down the side, as well as in the loss of several of the stones from the wall. The site is at risk from visitor use since the site is in close proximity of the main park trail and social trails are present around and across the structure.

(NR #17) Anderson House Site, ca. 1797, 1 contributing site.
VDHR File #029-5639-0041, #029-0133-0004, VDHR Site #44FX3541
ASMIS#: GWMP00025.000
Just south of the Dickey house, along the Matildaville Trail, is the ruin of the Anderson house. All that remains of this dwelling is a foundation that appears to have supported a two-celled house, one-room deep with a brick chimney dividing the two portions of the building. It was likely a log building and was situated with its long axis along Canal Street. The house probably dates to the development of Matildaville in the late 18th century and may have been constructed by Superintendent Christopher Myers in 1797. There is archeological evidence of an associated privy located behind the house.

An archeological site condition assessment was conducted by NPS archeologists in 2013. The Samuel Anderson House ruins include the stone foundation and brick chimney fall from the structure. The site is located between the Springhouse and the Superintendent's House in Matildaville. The site remains in good condition with minor threats to the site from visitor use/visitation.

(NR #18) Superintendent's House Site (LCS #010853), ca. 1791, 1 contributing site.
VDHR File #029-5639-0042, #029-0133-0005, #029-0211-0018, VDHR Site #44FX3549
ASMIS#: GWMP00082.000
Only ruins and rubble remain of this multi-component building constructed by the Patowmack Canal Company. The northeast corner of the Superintendent's House still stands with the sides of a door and window opening still intact. Attached to the north foundation wall of the house are the foundation ruins of five distinct attached cells or units, known in the documentary records as the company houses. The first (southernmost) of these house additions has most of the east stone wall still intact with a single door opening. Notable about the ruins are the brick quoins along the edges of the window and door openings making the character of the building distinctive. The building row was set back slightly from Canal Street, with facades facing onto the street as well as toward the canal and its upper holding basin. The building construction began as part of the canal development around 1791. The building is described in Patowmack Company records as having had two stories at the east elevation, which was the back, facing onto the canal basin, while the front was one story in height. Only stone wall segments of various types of construction remain from what was a substantial structure approximately 150' long and 30' wide at its widest point.

An archeological site condition assessment was conducted by NPS archeologists in 2013. Extant ruins consist of the outline of a 5-chambered stone foundation. Threats to the site include a large tree growing on top of the foundation near the SE corner of the ruins. The tree has the potential to do irreparable damage to the stone foundation if it ever falls down or gets blown down. Mortar deterioration was also observed at several segments of the foundation. A number of stones have fallen, although it is not clear whether this has happened due to mortar deterioration or from visitor damage. Overall, the site remains in good condition.

(NR #19) Ice House Site, ca. 1797, 1 contributing site.
VDHR File #029-5639-0043, #029-0133-0006, VDHR Site #44FX3542
ASMIS#: GWMP00025.000
The depression left in the ground on the west side of Canal Street (Matildaville Trail) marks the site of a large ice house that was part of the Matildaville community. This is a large depression along Canal Street measuring approximately 30 feet in diameter and located nearly opposite the Anderson House.

An archeological site condition assessment was conducted by NPS archeologists in 2013. The Ice House site is a very large depression located on the side and top of the bluff on the west side of the park trail. The site was not located during the 1999 site condition assessment, but was relocated during the 2013 site inspection. A brief walkover survey noted a small cluster of bricks, as well as several household artifacts scattered throughout the site, including a glass Ball jar with a milk glass lid liner and a stoneware bowl rim. The site remains in good condition, with only a low threat from visitor use/visitation and tree growth.

(NR #20) "Dickey's Garden House" Site, ca. 1797, 1 contributing site.
VDHR File #029-5639-0044, #029-0133-0007, VDHR Site #44FX3543
ASMIS#: Not yet assigned.
A depression and chimney fall lies on the west side of Canal Street (Matildaville Trail), opposite and slightly north of Dickey's Inn. What remains are ruins of a foundation, rectangular with the long side paralleling the road, and with an exterior chimney base at the north end. This site was first identified by Park Ranger Jim Putman ("Great Falls Park Cultural Sites," 1990, GWMP Archives). It was also included in Park Volunteer Betty Burchell's supplement to the Southside Historical Sites Inc. Matildaville report (Troupe 1978) because it was not identified among the Matildaville features. Like most of the remains from Matildaville, this structure was probably part of the original community and established in the late 1790s.

(NR #21) "Mill Creek House" Site, ca.1797, 1 contributing site.
VDHR File #029-5639-0045, #029-0133-0008, VDHR Site #44FX3544
ASMIS#: Not yet assigned.
This is a stone-lined pit, 30 feet by 16 feet and 6 inches deep, with steps, identified by Putman and Betty Burchell in her supplement to the Southside archeology reports. The site had not been investigated by archeologists. It is located in the woods approximately 100 yards east of the restroom facility according to Burchell.

(NR #22) Workers' Barracks Site, ca. 1797, 1 contributing site.
VDHR File #029-5639-0046, #029-0133-0009, VDHR Site #44FX3545
ASMIS#: Not yet assigned.
Set diagonally to Canal Street at the south end of Matildaville is a cellar depression and brick fall pattern suggesting a rectangular building. Unlike the other Matildaville building remnants which were set neatly along Canal Street, this one is oriented toward the locks. This is the supposed location of workers' barracks, which faced locks 2-5. Company records indicate the authorization for construction of such a building to be 79 feet by 18 feet in 1796 and in January of 1797, it was partially completed.

(NR #23) Matildaville Cemetery, ca. 1800, 1 contributing site.
VDHR File #029-5639-0027, #029-0444, VDHR Site 44FX3546
ASMIS#: Not yet assigned.
Six upended stones mark graves in the cemetery and four smaller markers as foot stones, along with a scatter of other stones which may indicate grave sites. The markers are roughly shaped field stones. None of the stones has an inscription, but the site is identified on the 1866 map as an "old graveyard." The Cemetery site is located on the west side of Matildaville Trail (Canal Street), on the crest of Glade Hill near its south end.

Canal Resources

(NR #24) Patowmack Canal (LCS #214368), 1786-1802, 1 contributing structure.
VDHR File #029-5639-0024, #029-0211, VDHR Site #44FX0408
ASMIS#: GWMP00067.000
The canal is approximately one mile long and skirts the Great Falls on the Virginia side of the Potomac River. In addition to the canal itself, there are associated structures which are described separately in this document, including wing dams, waste weirs and spillways, locks, holding basins, the town of Matildaville, a mill, forge, and a ramp system for lowering cargo to the river while the locks were under construction.

The Patowmack Canal begins about 1/3 mile above the Great Falls with a wing dam that funneled water into the canal. At Mine Run, just below the canal entrance a spillway and guard gate controlled the volume of water passing into the canal. The stone wall-lined canal continued south passing the Samuel Briggs Gristmill and the Potts and Wilson Iron Forge, both powered by canal water. Just below these industrial establishments, the canal opened into a wide holding basin where canal boats waited to pass through the series of locks to re-enter the Potomac River below the falls. Along the west bank of the holding basin was the town of Matildaville with its tavern and storehouse, along with other accommodations for boatmen and canal workers. A waste weir spillway provided another outlet for excess canal water at the lower end of the holding basin. From the holding basin, a second guard gate controlled water flowing into the five locks which lowered the boats down to the river. Locks #4 and #5 are cut out of steep stone cliffs. The other three are constructed of cut blocks of Seneca sandstone. Rings and bolts set into the stone at the mouth of the canal allowed boats waiting for passage upstream to tie up until the locks were ready.

In addition to the canal structures noted above, there was a second holding basin fed from the first, with an outlet into a third pool adjacent to lock #3 to provide extra water to that and the two lower locks if needed. Additional structures associated with the canal included an inclined plane and ramp system used to lift boats and/or cargo from the water and into the canal above the locks while the lower locks were under construction.

In order to be consistent with LCS identifications and the existing (1978-79) National Register identifications, sections and segments of the canal are described and noted as individually contributing structures.

(NR #25) Upper Wing Dam (LCS #210965), ca. 1790, 1 contributing structure.
VDHR File #029-5639-0047, #029-0211-0001
This structure consists of a low rock rubble berm protruding from the water and angling out from the shore diagonally upstream. All that appears to remain of the dam is piled rocks forming the diagonal ridge into the river. The dam originally extended 1,200 feet into the river and was a stone-filled timber crib structure. Its function was to funnel water into the head or upstream opening of the canal. Now only about 200 feet of the dam ruins remain.

(NR #26) Canal Inlet (LCS #010840), ca 1790, 1 contributing structure.
VDHR File #029-5639-0048
Located at the base of the wing dam, this 15-foot-wide channel formed the entrance to the Patowmack Canal. Water still runs from the river into this channel as far as the upper spillway. Although partially silted in, the canal is still very evident in this location.

(NR #27) False Canal (LCS#045339), ca 1790, 1 contributing structure.
VDHR File #029-5639-0049
This feature is a watered channel located about 600 feet above the upper wing dam. Although the LCS documentation reports this as a man-made canal extension, it is not mentioned in any of the Patowmack Canal records. If man-made, it could be associated with some other phase of the park's history, such as the Great Falls Manufacturing Company or a Ballendine effort prior to the Patowmack Canal work. It could also be a natural river channel hugging the west bank.

(NR #28) Upper Spillway (LCS #010841), ca 1790, 1 contributing structure.
VDHR File #029-5639-0050, #029-0211-0002
Located adjacent to the upper guard gate, this spillway was a 6-8-foot-wide channel which ran from the canal to the river. It took excess water from the canal back into the river. The spillway uses natural stone outcrops along with man-made stone walls to create the channel, which today also drains Mine Run into the river.

(NR #29) Upper Guard Gate (LCS #010842), ca. 1790, 1 contributing structure.
VDHR File #029-5639-0051, #029-0211-0003
Immediately below the upper spillway is the upper guard gate, marking the entrance to the canal proper. From the river and the wing dam, the canal cut has natural sides to the point where the Upper Spillway takes excess water back to the river. From this point, the canal is rock-walled with dry-laid stone walls above and bordering the canal as it heads to the southwest. The actual guard gates are gone. Still in evidence today (2008) are cuts in the stone abutments where their framing fit and iron pins or bolts which held the framing in place. At this point in the canal, drill holes in the rock are evident for blasting

out the canal prism. The gates controlled the amount of water entering the canal. Paralleling the canal between it and the river is a stone retaining wall to protect the canal from floods.

(NR #30) Upper Guard Gate Dam (LCS #45338), ca. 1790, 1 contributing structure.
VDHR File #029-5639-0052
All that remains of this structure is a stone and earthen berm bordering the west side of the canal, opposite the upper spillway and upper guard gate. The Patowmack Canal trail passes through the remains of the dam, and part of it is covered by the upper end of the visitors' parking lot.

(NR #31) Upper Canal Wall and Bed of Canal (LCS #045340), ca. 1790, 1 contributing structure.
VDHR File #029-5639-0053
The upper section is approximately 800 feet long, according to the 1998 Condition Assessment Report (Ravenhorst 1998), and 20 feet wide. The walls are earthen with no stone walls in evidence. The canal bed is filled with water and significant silting has occurred. Much of the canal bed is cut out of bedrock, with some drill holes for blasting visible.

(NR #32) Middle Canal Long Wall (LCS #45341), ca. 1790, 1 contributing structure.
VDHR File #029-5639-0054
This term applies to the section of the canal that lies between the Upper Spillway and Guard Gate and the Lower Spillway. The canal follows a straight path here and is lined with dry-laid stone walls which remain in good condition. The east wall is 470 feet long and 10 feet high, while the west wall is 220 feet long and only 3-5 feet high, according to the LCS documentation. The thicker, more substantial east wall protected the canal from floods and helped to contain the canal water and prevent it from cutting to the river.

(NR #33) Lower Spillway (LCS #010843), ca. 1933, 1 contributing structure.
VDHR File #029-5639-0055
Constructed by the CCC in the1930s, this concrete dam across the canal and spillway diverted any remaining water in the canal back into the river. The spillway is located south of the upper spillway and just north of the visitor center. The spillway consists of a blasted and dug channel that meets the river at the falls. Note: The Putman card index lists this structure as dating from the original canal construction and notes its presence on the 1866 map.

(NR #34) Lower Canal, Lower Canal Retaining Wall, and Lower Canal Pathway Stones (LCS #45342), ca. 1790, 3 contributing structures.
VDHR File #029-5639-0056
The Lower Canal refers to that portion of the Patowmack Canal extending from the lower spillway, just above the visitor center to the lower mouth of the canal at the Potomac River. For the most part, this

section is lined with stone retaining walls to the point where the canal cuts through a rock gorge with Locks 3-4-5. Along the west side of the canal are paving stones on the edge of the canal.

(NR #35) Samuel Briggs Gristmill (LCS #211546), ca. 1785, 1 contributing site.
VDHR File #029-5639-0025, #029-0211-0013, VDHR Site #44FX3550
ASMIS#: GWMP00083.000
Samuel Briggs leased a one-acre lot from Henry Lee in November of 1797 and agreed to construct a gristmill along the east side of the bypass canal at Great Falls. Stone foundations remain for what was probably a timber-framed structure. The mill straddled the raceway which led off the canal from which it drew water. The raceway is lined with coursed stone and is eight feet wide and 45 feet long. The mill's foundation measures 27 by 53 feet, and its wheel was within the structure. In addition, there was an ancillary sawmill. Archeological investigations turned up no artifacts, leading to speculation that the mill was never built; only the foundation and raceway were constructed.

An archeological site condition assessment conducted by NPS archeologists in 2013 showed that all mill foundation and race walls appear to be well-stabilized with little damage due to erosion, weathering or visitor use. The site remains in good condition.

(NR #36) Potts & Wilson Forge/Foundry Site (LCS #010846), ca. 1793, 1 contributing site.
VDHR File #; 029-5639-0026, #029-0211-0014, VDHR Site #44FX0115
ASMIS#: GWMP00026.000
In the early 1790s John Potts and William Wilson constructed an iron forge and foundry along the east side of the Patowmack Canal, just downstream from the later Briggs Gristmill site. It was part of the industrial development that attempted to establish itself in conjunction with the Great Falls bypass canal. A sluiceway leading from the canal provided power to operate the bellows for four hearths and a trip hammer. The stone-walled head of the sluiceway remains, cut into the east side of the canal. The sluiceway is about eight feet wide and edged with four-foot-high stone walls. Foundations of the building remain but were backfilled after an archaeological investigation. They measured 48 by 32 feet. Archeologists also discovered the bases of four hearths. Wilson and Potts operated the forge and foundry until 1804 when the property was transferred to Fernando Fairfax. The forge and foundry may have operated as late as 1830 but would have ceased when the canal was abandoned in that year, removing opportunity to transport products.

An archeological site condition assessment was conducted by NPS archeologists in 2013. The only visible remnants of the forge and foundry were the stone walled headgate for the sluiceway (race). This ruin was found in good condition with only minor threats observed at the site. The main threats include the possibility of flooding in the sluiceway and visitor use, as the main park trail runs directly across the stone walled headgates via a wooden bridge. All threats and disturbances should be considered low level, although the

partial loss of some the resource was observed in the form of fallen stones from the sluiceway walls. Flooding from the Potomac could also potentially cause destabilization of the stone walls. Based upon the identification of intact features exposed during archeological investigations at the site, the Depositional Integrity and Data Potential for the site was re-classified as moderate or medium to reflect a more accurate estimate of the site's scientific research potential.

(NR #37) Collecting Basin [Holding Basin], Walls, and Control Gate (LCS #010845), ca. 1790, 4 contributing structures.
VDHR File #029-5639-0057, #029-0211-0004
A flat depression in the ground that covers about two acres of wooded land, with a stone wall along its east and south edges (LCS #010845A and B) provides the remains of the holding basin that lies just north of the series of locks which drop the canal down to river level below the falls. The purpose of the basin was to provide a place for boats to wait their turn to descend the locks. The basin also assured that there was enough water available to fill the five locks just below it. Along the basin's west side was the town of Matildaville, which offered a tavern as well as stores for the boatmen. A guard gate at the south end of the basin fed water into the canal and the five locks. Adjacent to the canal and paralleling its east side is another channel (a canal alternate route) which took water from the basin through a Seneca sandstone-walled control gate (LCS #010845C). A sawmill located near the southeast corner of the basin used a waste weir and spillway as its power source. The spillway conducted excess water back to the river. The stone wall along the east side of the basin remains largely intact. The basin itself is largely silted in and appears as a dry grassy meadow with trees and an intermittent stream or drainage channel running through it.

(NR #38) Double AA Canal Route [Alternate Routes] (LCS #045344), ca. 1790, 2 contributing structures.
VDHR File #029-5639-0058
The "AA Canal Route" begins at the south end of the holding basin at the remains of the Control Gate (LCS #010845C, see above). It lies just east of the main canal track and follows a stone-walled arc curving to the northeast through a natural gorge and emerging at the river about ¼ mile upstream from the main canal's path. A second alternate canal parallels the main canal to a small basin opposite locks 2 and 3. It has a channel about seven feet wide which utilized a natural drainage course. Traces of stone walls and drill marks indicate that the natural channel was modified by human hands to accommodate transportation. The canal seems to have been too narrow for canal boats, and may have accommodated other smaller craft to transport freight back to the river before the Patowmack Canal locks were completed.

(NR #39) Waste Weir-Spillway Combination (LCS #010847), ca. 1790, 1 contributing structure.
VDHR File #029-5639-0059, #029-0211-0005
An 18-foot-wide gap in the east wall of the holding basin creates the opening for the waste weir and spillway, lined with coursed stone walls. The sluice is stone walled and leads to a spillway blasted out of rock. Wooden gates that would prevent or allow water to enter the spillway are gone, but the stone walls remain in good condition. The weir is 31 feet long, 18 feet wide and 10 feet deep, according to the LCS documentation. Stone walls border it, with a batter on the downstream side. Below the weir, water followed a natural channel enlarged by blasting to reach the river. A sawmill adjacent to the spillway may have made use of the channel as well.

(NR #40) Lower Guard Gate and Walls (LCS #010848), ca. 1797, 2 contributing structures.
VDHR File #029-5639-0060, #029-0211-0006
The Lower Guard Gate opens from the southeast corner of the holding basin and fed water into the five locks that comprised the lower section of the canal. It is constructed of red Seneca sandstone ashlar along with coursed local stone and looks something like a lock with a gate at its north end and enclosing a channel 14 feet wide. The total length of the structure is 54 feet, but from the gate area it extends 34 feet. The original double-leafed gates are no longer present, but the housing for them, cut into the stone, remains. The walls (LCS #10848A) currently stand five feet above ground level.

(NR #41) Lock 1 (LCS #010849), ca. 1797, 1 contributing structure.
VDHR File #029-5639-0061, #029-0211-0007
Lock 1 is located a short distance below the holding basin and is the most upstream of the five Patowmack Canal lift locks. The lock is 172 feet in overall length with 155 feet between the lock gates. The wooden gates, now gone, were hinged leaves with smaller wicket gates to control the flow of water into and out of the lock. Archeological investigations found remnants of lower gates partially preserved. These gate remnants are on display in the Visitor Center. Lock gate housings cut into the stone lock walls remain in evidence. The lock is 14 feet wide and, when operational, lifted boats 10 feet. The lock walls are constructed of red Seneca sandstone ashlar with rubble interior fill. Masons' tool marks are evident on the surfaces of many of the stones and a few stones show masons' marks or pictographic signatures of individual masons.

(NR #42) Lock 2 (LCS #010850), ca. 1797, 1 contributing structure.
VDHR File #029-5639-0062, #029-0211-0008
Lock 2 is located approximately 250 feet below Lock 1 and lifted or lowered boats 15 feet. Built of red Seneca sandstone ashlar along with coursed local stone, this structure is two feet narrower, at 12 feet wide, than Lock 1. It is 124 feet in length with 97 feet between the gates. Although the lock was originally much deeper to provide for the 15-foot change in elevation, earthen infill now allows only about five feet of the lock walls to be exposed. The cut-stone housings for the wooden gates at each end

remain intact, although the gates themselves are gone. The use of coursed stone, rather than Seneca sandstone ashlar, and the narrower width reflect cost-cutting measures instituted by the canal company as the locks were constructed.

A recent archeological site assessment conducted for this resource downgraded its condition from "good" to "fair" largely as a result of ongoing erosion caused by soil scouring problems that occur within Lock 2 during heavy rainfall.

(NR #43) Locks 3, 4 & 5 (LCS #010851), ca. 1797, 1 contributing structure.
VDHR File #029-5639-0063, #029-0211-0009, 0010, 0011
The LCS documentation considers Locks 3, 4 & 5 as one continuous structure since they shared gates and formed a triple lift stair lock. The three locks together accounted for 50 of the 75-foot drop to the river level below the falls. Lock 3 is constructed of coursed fieldstone while Locks 4 and 5 are blasted out of the native rock forming a V-shaped chasm opening to the river. The housing for the lock gates remains at the lower end of Lock 3, and bolts set in the cliff walls mark the locations of gates for Locks 4 and 5. Lock 3 incorporates an 18-degree turn as the canal bends toward the river. Currently this section of the canal is filled with rubble and vegetation and also serves as a drainage channel to the river.

(NR #44) Second (Lower) Holding Basin (LCS #045345) and Third Holding Basin (no LCS#), ca. 1790, 2 contributing structures.
VDHR File #029-5639-0064
Much smaller than the Upper Holding Basin, the Second (Lower) Holding Basin bordered by coursed fieldstone walls covers an area approximately 80 feet by 35 feet, according to LCS documentation. It merges with the canal between Lock 1 and Lock 2. The Third Holding Basin opened at the top of Lock 3 and helped to provide water for the three stair locks and also allowed boats to await passage and negotiate the turn incorporated into the design of Lock 3. Walls border its southwest edge, adjacent to Lock 2, and form a channel letting water into Lock 3.

(NR #45) Jetty, ca 1790, 1 contributing structure.
VDHR File #029-5639-0065, #029-0211-0012
At the mouth of the Patowmack Canal, a jetty angles into the river on the upstream side of the entrance into Lock #5. It is not visible when the water level is high.

(NR #46) Canal Works (Higgs Hole), ca. 1790, 3 (known) contributing structures.
VDHR File #029-5639-0066
The "Canal Works" refers to a collection of manmade and natural features that were involved in some way in the construction and operation of the Patowmack Canal. Some of these features have LCS numbers and some do not. The structures lie between the canal locks and the river at the lower end of

the canal. Included among these features is a stone wall-lined, stone-floored ramp, a possible control/sluice gate or other structure of unknown purpose made of cut Seneca red sandstone. The ramp terminated at a large rock outcrop into which has been set at least one iron ring bolt. These features have not been fully studied but may be remnants of the inclined plane referenced in canal records, which was used prior to the construction of the locks to raise and lower cargo from the river. Higgs Hole (LCS # 45346) is a diamond-shaped fissure in local bed rock. It is surrounded by a chain-link fence and is filled with water. It appears to be a natural feature, but also may have functioned as part of the canal works for a lift apparatus, or possibly a pump mechanism associated with the lift. The Second and Third Holding Basins (described above) may also be part of the Canal Works group.

(NR #47) Ringbolts, ca. 1790, 26 (known) contributing objects.
VDHR#029-5639-0003
A series of 26 known (identified and located with GPS) heavy iron L-shaped or ring-shaped bolts imbedded in the west rock wall of Mather Gorge, probably used as aids to pull boats up the Potomac River as they approached the Patowmack Canal or to hold boats in place as they waited their turn to enter the canal locks. There are at least two ringbolts located at the Upper Sandy Landing likely associated with the operation of Trammel's ferry.

(NR #48) National Historic Civil Engineering Landmark Plaque, 1969, 1 non-contributing object.
VDHR# 029-5639-0004
Commemorative bronze plaque set into rock adjacent to the south side of Lock 1. The plaque recognizes the contribution of the canal's construction as a national Historic/Civil Engineering Landmark. The plaque measures approximately 2 feet by 3 feet mounted into a boulder. It faces northeast toward the lock.

(NR #49) DAR Bronze Plaque, Patowmack Canal, 1912, 1 contributing object.
VDHR File #029-5639-0005
Bronze commemorative plaque measuring approximately 2 feet by 3 feet and mounted on a large boulder, located near Overlook #1.

Roads

(NR #50) Old Carriage Road, 1764, 1 contributing structure.
VDHR File #029-5639-0006
The Old Carriage Road is an unpaved road, now a walking/bridle/bike trail that passes through the park north to south. It begins at Georgetown Pike about 1/8 mile west of the Difficult Run bridge and heads north, intersecting with Ridge Trail and Matildaville Trail and passing along the west side of Glade Hill, bypassing Matildaville. It merges with Old Dominion Drive near the Great Falls Park Visitor Center.

The road approximately parallels Old Dominion Drive and is well defined and well graded, following natural contours. The road appears as “Falls Road” on the 1866 de la Camp map of the Great Falls Manufacturing Company and appears to have been established much earlier as Trammels Rolling Road.

(NR #51) Ridge Trail, late 18th Century, 1 contributing structure.
VDHR File #029-5639-0015, #029-5440, VDHR Site #44FX2509
ASMIS#: GWMP00087.000
Ridge Trail is a fire road, a graded trace that leads through Great Falls Park from Difficult Run north and west to and beyond Old Dominion Drive. West of Old Dominion Drive, the road forks with one branch curving west to the Georgetown Pike and the other branch continuing north to intersect with River Bend Road. The road roughly parallels the present route of Georgetown Pike. The 1866 de la Camp map of the Great Falls Manufacturing Company identifies the section of the Ridge Trail west of the “Falls Road” (Old Carriage Road) as the “Old Georgetown & Leesburg Road.” The section east of the “Falls Road” on the map is an unnamed path (designated with narrower lines than the main roads) that follows the ridge southeast joining with the “Old Mill Road” (today’s Difficult Run Trail) at the mouth of Difficult Run.

This site was identified by NPS archeologists in 2000 through a combination of historic map overlays and pedestrian survey. The Ridge Trail Road trace was part of the original colonial and post-colonial-era roadway system from the head of navigation on the Potomac River at the mouth of Pimmit Run toward Great Falls and Leesburg. It was an important 18th and 19th century economic route to the hinterland of the piedmont that assisted development and settlement beyond the established 18th and 19th century plantation tracts of the coastal plain. See report by Sonderman, "Phase I Archeological Testing, Bell Atlantic Mobile/Verizon Monopole, Great Falls Park, Virginia, George Washington Memorial Parkway" (VDHR File Number 2000-0720).

(NR #52) Matildaville Trail, ca.1780s, 1 contributing structure.
VDHR File #029-5639-0007
The Matildaville Trail is an unpaved walking/bridle/bike trail that runs along the east base of Glade Hill from its intersection with the Old Carriage Road on the north end, through Matildaville (formerly Canal Street). The trail continues up along the east face of the hill to the crest and down the south end of Glade Hill through the Quarry, and then loops westward to intersect with the Old Carriage Trail and Ridge Trail. Named “Old Matildaville Road” in the Putman card files, the road was labeled the “Old Sandy Landing Road” on the 1866 map, which continued through the remains of Matildaville until it joined the “Falls Road” at the north end of Glade Hill. A short branch path led down to the Sandy Landing and the (Trammell’s) ferry, as it does today. The Quarry removed part of the historic road and there are brief sections of the trail that appear to deviate from the historic road as is travels across Glade Hill.

(NR #53) Sandy Landing, ca. 1830, 1 contributing site.
VDHR File #029-5639-0008, VDHR Site #44FX2370
ASMIS#: GWMP00102.000
Sandy Landing was an early river crossing point near the foot of Mather Gorge. A ferry operated at Sandy Landing as early as 1830 (Lewis Sewell, later Trammel). Two ringbolts are still in place in the rocks at Sandy Landing, which likely aided in the ferry operation. The approach road to the landing today is asphalt paved. Another landing slightly downstream was "Lower Sandy Landing." The site was initially surveyed and recorded in 1998 by staff from Fairfax County Park Authority; it was assessed in 2006 by NPS staff. At that time its condition was listed as good.

(NR #54) Difficult Run Trail, ca. late 18th century, 1 contributing structure.
VDHR File #029-5639-0009
Difficult Run Trail is currently a walking trail also accessible by park staff vehicles. Though a small section of the trail was created by NPS, much of the trail follows the historic path known as Miller's Landing Road. It follows the north side of Difficult Run from the Georgetown Pike to the mouth of the creek at the Potomac River. The 1866 map shows this route as the road leading from the Georgetown Turnpike, crossing to the south side of Difficult Run over the mill dam to the "Burnt Mill," formerly Towlston or Walker's Mill. The route then returned to the north side of Difficult Run over a bridge, destroyed by 1866, and was known as Miller's Landing Road which led from Towlston Mill to a landing at the mouth of Difficult Run. The current Difficult Run Trail does not cross to the south side of the Run but continues south to join up with the Miller's Landing Road.

(NR #55) Great Falls & Old Dominion Railroad right-of-way, 1901, 1 contributing structure.
VDHR File #029-5639-0010
Route of the electric railroad which was removed in ca 1935. The old railroad right-of-way is now Old Dominion Drive, a state-owned (VDOT) roadway of paved asphalt that serves as the entrance road to the park from Georgetown Pike. As the road enters the Great Falls Park (GRFA) boundary it passes by the Visitor Contact Station and widens on the site of the former railroad turn-around. Only the section within the current GRFA boundary is included as contributing to the Great Falls Park Historic District.

Mine Run Trail, River Bend Road Trail, Swamp Trail, and River Trail do not appear to correspond to any historic routes. They are noted in this National Register nomination, but not counted as contributing or non-contributing resources due to their ephemeral nature. [Note: GRFA Ranger Jim Putman described the Mine Run Trail as the "Harriet Jackson Road" and noted that it followed the route shown on the 1866 map leading to Harriet Jackson's land. However, the route shown on the 1866 map is on the south side of Mine Run and the current Mine Run Trail is located on the north side of Mine Run.]

Other Resources

(NR #56) Cline's Cabin Site, ca. 1925, 1 contributing site (multi-component).
VDHR File #029-5639-0011, VDHR Site #44FX3535
ASMIS#: Not yet assigned.
Located at the base of the hillside at the north end of Great Falls Park overlooking the Aqueduct Dam, the Cline's Cabin Site is obscured by trees and underbrush. Clumps of daffodils mark the site in the springtime. The site consists of two brick retaining walls forming a corner, possibly the back corner of the Cline's Cabin structure, and two pieces of a brick chimney scattered down hill from the cabin. Just south of the cabin remnant along the side of the hill is a concrete springhead with a pipe protruding from the top. Heidt Cline reportedly lived in the cabin with his family as early as 1926 and lived there until he died in 1968.

(NR #57) Hubble Farmstead Site, mid-19th century, 1 contributing site.
VDHR File #029-5639- 0012, VDHR Site #44FX3536
ASMIS#: Not yet assigned.
According to Great Falls Park (GRFA) personnel, nothing remains standing of this mid-19th century farmstead that appears on the 1866 map along the county road now known as Riverbend Road with a house and outbuildings. In 1990, GRFA Park Ranger Jim Putman observed the foundations of the Hubble "Cabin" (GWMP 682). Putman interviewed local resident Paul Cornwell who recalled "a 'Tennessee' Walker and his wife living there in 1942." In an interview with the Great Falls Historical Society, Cornwell recalled the house as log, called the "Old Falls House" located on River Bend Road, and which burned to the ground although he did not give a date for its destruction.

(NR #58) "T. Terrissi" Springhead, 1942, 1 contributing structure.
VDHR File #029-5639-0013
This springhead structure is poured concrete, three sides with an arched roof and open front. Two pipes protrude from the base at the front of the structure. It is located approximately 50 feet up the hillside along a shallow ravine just south of the Cline's Cabin Site. Carved into the top of the structure is "T. Terrissi 1942." The structure may be associated with occupants of the Hubble Farmstead in the 1940s (see above).

(NR #59) Clay Pond, ca. 1870, 1 contributing structure.
VDHR File #029-5639-0014
The Clay Pond is located just west of Old Dominion Drive extended at the north parking lot, near the head of the Patowmack Canal. It is filled with water and surrounded by trees and brush. An interpretive sign at the pond reads: "This small pond began about 100 years ago as a pit dug to get clay for lining

the Patowmack Canal." The pond does not appear on the 1866 John de la Camp map. It is possibly associated with repairs to the Aqueduct Dam in the late 19th century.

(NR #60) Stout Farmstead Site, ca. 1930, 1 contributing site.
VDHR File #029-5639-0067, VDHR Site #44FX3537
ASMIS#: Not yet assigned.
Nothing remains standing of the Marvin "Slim" R. Stout house and farm buildings. A ca.1930 house, well, garden, and chicken house were recorded in 1990 by GRFA Park Ranger Jim Putman (GWMP 76Z, 77Z, 78Z, and 79Z). The garden was investigated by archeologists in 1969 (see Stout Site below).

(NR #61) Stout Site, ca. 6,000 BC to ca. 900 AD, 1 contributing site.
VDHR File #029-5639-0068, VDHR Site #44FX0002
ASMIS#: GWMP00020.000
A scatter of lithic and ceramic materials located on two terraces along Mine Run near the Stout farmstead indicating at least seasonal pre-historic occupation. Archeologist William M. Gardner investigated the site in 1969. Four 5-foot by 5-foot test units were excavated on the two terraces that make up the site. Gardner concluded that an important series of prehistoric components existed at the site. Preliminary findings suggest that the more intensive occupation of the site took place on the lower terrace of Mine Run. The site was first occupied during the Middle Archaic (ca. 6000 B.C.) with a possible Paleo-Indian occupation. Gardner determined that this was probably a seasonally occupied camp site. A 2006 condition assessment determined that the site remains in good condition.

(NR #62) Poplar Hollow Still Site, ca. 1920, 1 contributing site.
VDHR File #029-5639-0069, VDHR Site #44FX3538
ASMIS#: Not yet assigned.
Located on a small terrace adjoining an intermittent spring in the wooded area known as Poplar Hollow, this was the site of a prohibition-era moonshine still operation. All that remains are corroded barrel hoops and random glass bottles. Great Falls Park volunteer Bob Eldridge observed a pipe protruding from the bank of the terrace ca. 2006, but that was not in evidence in March 2008.

(NR #63) Big Quarry and Poured Concrete Remnant, ca. 1920, 2 contributing structures.
VDHR File #029-5639-0016
Just south of the point where the Carriage Road and Matildaville Trail (Canal Street) join at the south base of Glade Hill is a flat clearing covered with grass. This is the site of a quarry developed in the early 20th century to provide stone for nearby road projects. At the north end of the quarry on the east side of Carriage Road is the remnant of a square poured concrete structure with walls that batter inward. It is the remains of some feature of the quarry such as a base for a lift system, washer or loading mechanism. According to GRFA files (Putman) this concrete pier held a rock crushing machine.

(NR #64) Camp Meeting Site, ca. 1915, 1 contributing site.
VDHR File #029-5639-0017, VDHR Site #44FX3539
ASMIS#: Not yet assigned.
The site of a Methodist camp meeting is a natural semi-circular flat area above the cliffs at the lower end of Mather Gorge just below Sandy Landing. The area is lightly wooded with no undergrowth. Only a stone-lined pit, possibly a fire pit, remains of the short-lived camp.

(NR #65) Clark's Cabin Site (a.k.a. Sandy Landing Overlook), ca. 1930, 1 contributing site (multi-component).
VDHR File #029-5639-0018, VDHR Site #44FX2369
ASMIS#: GWMP00101.000
This is the ruins of a former dwelling site. The site consists of the remains of two structures and their associated features. Facing northeast on the west bank of the Potomac River curve above Cow Hoof Rock, Clark's Cabin had a spectacular view of Mather Gorge. A stone chimney base with brick firebox are all the above-ground remains of one structure. At the base of the hill to the southwest of the cabin is a concrete spring trough. Just up the hill beyond the spring trough is a stone foundation with a fallen section of a stone-encased terra cotta chimney flue. The initials "AFC" are carved into the concrete cap of this chimney. Clark was said to have occupied the site in the 1930s. The site was surveyed and recorded in 1998 by Fairfax County Park Authority staff. NPS staff assessed it in 2006, listing its condition as "good."

(NR #66) Small Quarry, ca. 1920, 1 contributing structure.
VDHR File #029-5639-0019
This early-20th-century quarry is located along the north side of Difficult Run, a short distance from the Georgetown Pike. It dates from the early 20th century and was used to produce rock for the Georgetown Pike.

(NR #67) Petroglyphs, ca. 3,500 BC to 500 AD, 1 contributing object.
VDHR File #029-5639-0029, VDHR Site # *withheld*
This site consists of human "stick" figures incised into a rock on the cliffs above Difficult Run. There are three figures that may show a sequence of throwing a spear using an atlatl.

(NR #68) Towlston Mill Complex Site, 1751 to ca. 1850, 2 contributing sites (mill and house); 3 contributing structures (mill race, pond, and road).
VDHR File #029-5639-0020, VDHR Site #44FX3540
ASMIS#: Not yet assigned.
The site of the Towlston Mill Complex is heavily wooded and currently very difficult to access. Structural remnants represented include the mill foundation (rubble), house foundation (rubble) and chimney fall, mill race, mill pond, and road trace. The mill race is still very evident paralleling the south side of Difficult Run and a large pit, which was probably the mill site with its wheel pit, is still in evidence. Lying on the ground near the mill site was an iron "pig." The Towlston Mill was originally built by William Fairfax in 1751 and was located on the south side of Difficult Run, approximately halfway between the Georgetown Pike and the Potomac River. The complex included the mill, which produced flour, a house, a mill race, and a mill pond. After 1836 Samuel Walker operated a lumber mill at this location. The mill was described as a "ruin" in 1855 and on the 1866 map as the "Burnt Mill." There were also roads leading to the mill (see Ridge Trail above), from the mill to the river (see Difficult Run Trail above), and to the south from the mill site. The property was inhabited and used into the mid-19th century. Some of the debris could date from these later occupations.

(NR #69) Gauging Station, Difficult Run, ca. 1940s, 1 non-contributing structure.
VDHR File #029-5639-0021
This poured concrete flood gauging station is located along the south side of Difficult Run a short distance east of the Georgetown Pike.

(NR #70) Mather Memorial Plaque, 1969, 1 non-contributing object.
VDHR File #029-5639-0022
Bronze plaque set into a rock outcrop above Mather Gorge, commemorating Stephen T. Mather the first director of the National Park Service.

(NR #71) Cell Tower and Maintenance Building, ca. 2000, 1 non-contributing structure; 1 non-contributing building.
VDHR File #029-5639-0023
The cell tower is painted dark brown with a textured surface to resemble bark, and the projecting arms disguised with evergreen "branches" to make the structure less obtrusive. At the base of the tower is a rectangular one-story, gable-roofed maintenance building. Both are enclosed with a chain link fence.

Statement of Integrity

No systematic archeological survey has been completed at Great Falls Park and the archeological investigations that have been done mainly focused on the park's historic components. The NPS plans to undertake a multi-year Archeological Identification and Evaluation Study of Great Falls Park within the next few years. Any new or corrected archeological data that results from the study will be incorporated into this nomination as an addendum. However the prehistoric remains currently identified indicate a strong potential for more intact remains below ground. The protection of potential sites afforded by the encompassing George Washington Memorial Parkway's status and the relative lack of earlier disturbance enhances the probability that these sites retain their integrity. The ruins of the canal and Matildaville as well as historic road traces recall and illustrate the colonial and new republic periods in the Great Falls area, evoking the late-18th-century character of the canal and its associated buildings and structures. The canal and locks in particular retain remarkable integrity of location, setting, materials, design and workmanship. Many pieces of the canal are visible and available for interpretation, providing association with, and the feel of the late 18th century. Remnants of the late 19th century to early 20th century period are perhaps the most ephemeral of all the historic periods in Great Falls Park, and therefore retain the least tangible resources. The Great Falls & Old Dominion line is preserved by its use as the state-owned Old Dominion Drive and retains integrity of location and its association as a park entrance route. The route ends within the park boundary and encompasses the site of the railroad turn-around. The Great Falls Amusement Park retains little visual integrity, although sites of associated buildings and structures are known and, for the most part, are undisturbed. Also, several cabin sites, the camp meeting site, a prohibition-era still site, and the quarries are all from this early-20th-century period, but retain few associative features and therefore lack visual integrity. The Mission 66 Visitor Center is mainly unchanged from its original appearance and therefore retains its integrity.[1] The later park facilities are non-contributing to the significance of the district, however they were designed to be unobtrusive and do not seriously impact the integrity of the district.

[1] Over the years minor alterations have included changes to doors, modifications to the entrances to add a ramp for ADA accessibility, and currently there is a project planned to reconfigure several interior visitor spaces, such as the theater and restrooms.

Summary of Significance

The entirety of Great Falls Park, surrounding and including the Potomac Canal, expands upon and adds to the Areas of Significance defined and documented within the 1982 National Historic Landmark Nomination (NHL) for the canal itself. The original material supports the areas of Commerce under Criterion A; Politics/Government under the leadership of George Washington for Criterion B; and Engineering under Criterion C. An excerpt from the NHL summary states: "Its [Potomac Canal] history bears an astonishingly direct relationship to the unifying forces and formative events which, along with economic self-interest and other factors, led to the U.S. Constitution. In other words, it was intimately linked with important public questions of its day: the issue of Federal authority over matters pertaining to interstate commerce, the need for creation of internal improvements to link the parts of the Nation, especially the East with the West; and the role which government was to play in accomplishing such projects." (Charleton 1982, 8.1)

Specifically stated today, Great Falls Park, in Fairfax County Virginia, is nationally significant under National Register Criteria A, B, C, and D as the location of the Patowmack Navigation Company's Great Falls skirting canal and lock system, an 18th-century engineering achievement spearheaded by George Washington. The Great Falls skirting canal was part of a larger system of sluices and skirting canals along the upper Potomac River intended to make that part of the river navigable for commercial boat traffic. Navigation of the Potomac River was seen as key to securing the western territory as far as the Ohio River beginning in the 1740s. Interrupted first by the French and Indian War and then the American Revolution, George Washington enlisted friends and fellow-planters/industrialists from Virginia and Maryland including James Madison, Thomas Johnson, and John Semple to be involved in the development of the river navigation. The Patowmack Navigation Company, more commonly known as the Patowmack Company, was established in 1785 to make the necessary improvements, including the skirting canal construction around the Great Falls among others. The agreement between Virginia and Maryland to allow inter-state commerce, known as the Mount Vernon Compact, was among the foundations of the U.S. Constitution. The company records and archeological remains from the construction of the canal by free, indentured, and enslaved laborers contribute significantly to our understanding of labor in the new republic. Although the Patowmack Company failed just 18 years after the Patowmack Canal at Great Falls was completed, the engineering experience from the canal and lock system there served as preparation for the construction of the replacement transportation system of the Chesapeake & Ohio Canal (built 1828-1850).

The district also contains the remnants of the town of Matildaville, which occupied the canal banks from ca.1791 to ca.1830. The site of Matildaville holds state and local significance under National Register Criteria A and D for its role in the development of the business of Potomac River transportation as well

as the Great Falls Glade community. Although completely in ruins, the site of Matildaville retains important information through documents, the standing ruins, and potential archeological investigation.

The land encompassed by the Great Falls Park boundary is of state significance under National Register Criteria A and D for its role in the broad patterns of prehistoric Native American occupation, colonial settlement, and development of road transportation and commerce in Northern Virginia. The terrace known as the Great Falls Glade on the Virginia side of the Great Falls of the Potomac River, served as a portage and hunting/fishing ground for Native Americans for several thousand years prior to European contact in the 17th century. Later, the Towlston Grange, which encompassed the Great Falls Glade or Meadow, was a 5,500-acre tract conveyed by Thomas Lord Fairfax to his brother William Fairfax in 1739, where he built a mill in 1751. By 1764 the Falls Road or Trammel's Rolling Road passed through the Great Falls Glade joining other roads already transporting tobacco and wheat to the tidewater ports. These lands were farmed as some of the earliest attempts of new lands being exploited farther and farther from the Coastal Plain with the various routes of transportation supporting the need for effective transfer of goods between east and west, evidence of the connection between agricultural growth and transportation. After the failure of the Patowmack Canal in 1828, several houses in Matildaville remained occupied through the 19th century by tenant farmers and the Dickey House was used as an inn from as early as 1824 through the 1930s. Beginning with the establishment of the Great Falls & Old Dominion Railroad (GF&OD) in 1901, the Glade was accessible by train as well as automobile and became a successful amusement park from 1906 to ca. 1952.

The Great Falls Park Visitor Center is nationally significant under National Register Criterion C, and Criterion Consideration G, as an exceptional example of Mission 66 NPS-modern architecture. Designed by Washington D.C. architect Kent Cooper in 1965 and constructed in 1967, it followed the Mission 66 ideal of a modern visitor facility that blends the mission of the park with its styling to represent two canal boats.

The periods of significance for Great Falls Park, circa 6,000 BC – 900 AD; and circa 1750 – 1968 AD, span the length of its varied use: first by Native American hunters, fishers, and travelers; then by settlers and river navigation visionaries and their laborers; by farmers and amusement park visitors; and finally ending with the construction of the Mission 66 visitor center, representing the final use of the land entirely as a National Park.

History and Context

Pre-historic Landscape and Use of the Great Falls Glade

The Fall Line, represented by the Great Falls themselves, is sandwiched between the Coastal Plain and the Piedmont geological areas in both Maryland and Virginia. The western coastal plain of Virginia's Chesapeake region is divided by four major rivers (south-north)--the James, York, Rappahannock, and Potomac--making four "subregions: from south to north they are Southside Virginia, Virginia Peninsula (commonly referred to as 'The Peninsula'), Middle Peninsula, and Northern Neck." (Potter 1993, 7) Great Falls Park falls within the Northern Neck subregion.

Prior to the changes brought on by the end of the last major Ice Age, Paleo-Indian (10,000-8,000 BC) occupation of the Chesapeake region, before the formation of the bay, was likely relatively thin. Limited by the cold climate, available resources included some big game that ranged across wide territories, as well as deer, elk, and moose. Forced to follow the game, human occupants of the region survived as small groups of nomadic hunters, supplementing their diet with freshwater fish, small animals, and plant material. Only 25 sites in the Chesapeake region (Dent 1995) are identified as Paleo-Indian. It is likely, however, that sites on the outer Coastal Plain were inundated by the rising water of the Chesapeake Bay (Dent 1995, 132-133). Because of this, it is difficult to assess the population density of the region during this period. Archeological research in the Piedmont region, above the Fall Line, suggests hunting territories with longer-term occupations, centered on lithic (stone) quarry sites (Yarnell 1999, 1). There is no current documentation of Paleo-Indian occupation within the Great Falls Park. However, no systematic archeological survey has been done within the Park to date so the full extent of prehistoric Native American sites is not yet known.

During the Archaic Period (8,000-1,200 BC), after 7,000 BC as the forests expanded along the Fall Line and Piedmont above, nomadic hunting and gathering family groups exploited an increasing variety of natural resources of the region. Archeologists have examined a Native American petroglyph (rock carving) in the form of a fish in an attempt to characterize the population in the Great Falls area. Regionally relatively rare, the Fish Effigy petroglyph at Great Falls, Maryland, may represent territorial use of local resources.

> From a technological basis, the fish petroglyph at Great Falls MD probably dates to the Late Archaic Period, and was made by the same people who were quarrying soapstone to make bowls and quarrying quartzite to make flaked stone tools. (Potter 2006)

Very similar to the Bald Friar petroglyphs from Port Deposit, Maryland and Safe Harbor petroglyphs on the Susquehanna River in Pennsylvania, "The groups in this region participated in a basic cultural

pattern that was shared throughout parts of PA, MD, DE, and VA." (Potter 2006) The Maryland fish petroglyph demonstrates not only a possible shared cultural pattern with other nearby native groups, but also indicates exploitation of the rich food resources found in the Potomac River at Great Falls.

Within the Great Falls Park on the Virginia side of the Potomac River, the **Difficult Run Petroglyphs (NR #67)** are far more difficult to interpret. They *may* represent one or several hunters in the act of throwing a spear with the aid of an atlatl or spear thrower. Notes NPS regional archeologist Stephen Potter, "If it does, indeed, portray people using an atlatl, then it can date anytime in prehistory before 500 A.D." (Potter 2006) Potter also points out that the incising technique of the Difficult Run petroglyphs is quite different from the Maryland fish effigy, indicating that the Difficult Run petroglyphs may date to an early part of the Archaic Period ca. 3,500 BC. Still, Potter advises that any interpretation of these petroglyphs is "highly speculative" given we do not know the minds of the prehistoric people that created them.

Other indications of prehistoric use of the Great Falls Park area was found at the **Stout Site (NR #61)** on the north side of Mine Run, described by archeologist William Gardner in his report as a camp site, "a favorable stopping place for a limited number of people." (Gardner 1969, 9) Seasonal, periodic occupation of this site may have begun as early as 6,000 BC, indicated by the presence of a "stemmed bifurcate base point with lateral serrations." (Gardner 1969, 8) Potter says, "This is referred to as a LeCroy Point by archeologists and can date back as far as 6,800 B.C." (Potter 2006) Other preliminary conclusions about the Stout Site by Gardner have likewise been revised by subsequent archaeological research in the region. Side notched points found at the Stout Site were dated from ca. 3,500 BC (Gardner 1969, 8) but according to more recent research: "These quartz, side-notched points are called Halifax points and are firmly dated to around 3,500 B.C. They do not date past 3,000 B.C." (Potter 2006) The Stout Site was occupied seasonally perhaps up to ca. 900 AD (Early Woodland through late Middle Woodland) as indicated by steatite tempered pottery (Early, Marcey Creek) and a net impressed shell tempered pottery (Middle, Mockley Ware). "The terminal dating is marked by the absence of later ceramics and stemless triangular projectile points." (Gardner 1969, 8)

By the late 16th century the Algonquian speaking groups most closely associated with the Chesapeake Bay region were in place both above and below the Fall Line. These native villages above the falls were abandoned due to "the movement of the Iroquoian-speaking Susquehannocks to the lower Susquehanna River valley of Lancaster County, Pennsylvania, sometime between 1550 and 1575. Soon thereafter, they extended their influence southward into the upper Potomac Valley." (Potter 1993, 175-176) Though still used by Algonquian hunting and fishing parties, the Fall Line zone became the dividing line between the Piedmont influx of Siouan and Iroquoian/Susquehannock immigrants and raiders and the Coastal Plain Algonquian groups. "…Potomac Creek pottery and, by extension, the Potomac Creek complex can be identified with the majority of the 17th century Conoy Indians of southern Maryland, as

well as with the Patawomeke and Tauxenent Indians of Virginia." (Potter 1993, 146) The Tauxenent (Taux, Doeg, Doag, Dogue) on the Virginia side of the Potomac were among those who lived closest to the Great Falls hunting and fishing area and the Nacotchtank on the Maryland side.

European Settlement, Commerce, and Roads

The Conoy-associated Doegs (Tauxenents) were still living on today's Mason Neck of Fairfax County into the 1650s but began to move out ca.1654 (Potter 1993, 197). But tidewater land was precious – to the natives for its resources, and to the Virginians for its access to transportation. The exodus from the Coastal Plain of Virginia by its native residents "was just a matter of time," notes Potter, "and the timing depended mainly upon the pace of English expansion along the waterfront, although intertribal and intercultural warfare affected it, too." (Potter 1993, 196) In 1653, the English expansion along the Potomac increased such that Westmoreland County was carved from Northumberland County and in 1664 Stafford County carved from Westmoreland. The rapid county divisions were a clear indication of the growth of the European settlement in Virginia.

In 1649, all of the north and western land as far as the head of the Potomac and Rappahannock Rivers, known as the Northern Neck, was given as a royal grant of land to Lord Culpeper "and six other supporters" of King Charles II. Thomas, 6th Lord Fairfax, son of Catherine Culpeper and Thomas, 5th Lord Fairfax, inherited the Northern Neck proprietary of over 5 million acres in 1734. William Fairfax, Esq. had his 5,568 acres surveyed in 1739 (see plat) "on both sides of Difficult Run and on the Great Falls of Potomack River…" (N.N. GB E, p. 100) The grant for the surveyed land called Towlston Grange was issued by Thomas Lord Fairfax to Col. John Colvill on the 17th of August 1739 (transcribed copy on file in Fairfax Co. Archives). The description and acreage was identical to William's survey, including references to stones marked "WFX." On January 21 and 22, 1740, the whole tract was conveyed by Colvill to William Fairfax by Lease and Release (a Prince William Co. record, referenced in Loudoun Co. DB D, p. 465). William Fairfax served as land agent for his cousin Thomas Lord Fairfax at this time and this deal with Colvill was likely an official way to transfer the land.

Increasing settlement through the early 18th century led to another series of new county designations. In 1731 Prince William County was formed, and then in 1747 Fairfax County, named for the recently arrived proprietor Thomas Lord Fairfax, was carved from the northern part of Prince William. Roads connected plantations to churches, mills, the courthouse, and the nearest tobacco warehouse usually located on navigable water though not always. The "Main Road" or "Sugar Land Road," was referenced as early as 1728 as the "Sugar Land Path" in a Fairfax grant to John Lewis for 365 acres southeast of Difficult Run (N.N. GB B, p. 211), and the road/path appears on the 1739 survey plats for William Fairfax and Thomas Lord Fairfax. The "Main Road" route, as shown on the two Fairfax plats roughly follows the path of the Leesburg & Alexandria Pike (as shown on the 1878 Atlas map) as it approaches

from the northwest and crosses Bridge (now Colvin) Branch, then across Difficult Run west of the Georgetown Pike crossing. This route forked to the south leading to the Lee tobacco warehouse at Little Falls, and thus called "the Falls road."

After 1757, the part of the "old main road" above Difficult Run (north or west of the Run depending on which document one reads) was included in newly formed Loudoun County. Loudoun County Road Orders indicate that citizens around the Great Falls area wanted a more direct route to the Falls Warehouse at Little Falls. On February 15, 1764 the court "Ordered that James Coleman, William Starks, and Joseph Stephens…view the most convenient way for a Road from the sugar Lands to the great Falls of Potowmack River…" (Loudoun Co. Order Book B, 272) And on June 12, "Ordered that Sampson Trammell, William Noding, Hugh Conn, and William Trammell…do view the most convenient way for a Road to be Opened from the great Falls to Difficult Run to meet a Road to be cleared from thence through part of Fairfax County to the Falls Warehouse…" (Ibid, 359) By 1770 this road was called "Trammels Rolling road," today this route is roughly followed by the Old Carriage Trail **Old Carriage Road (NR #50)**.

The road records clearly indicate the accelerating development of the Great Falls area and the Loudoun County Piedmont through the second half of the 18th century. Agricultural production was the backbone of this development. The early Virginia settlements were rooted in the tobacco culture of the Chesapeake Bay region, represented by the large Virginia plantations and dependence on slave labor. Fairfax County, carved from the northern section of Prince William County in 1742 and including the area of Loudoun County until 1757, reached from the tidewater Potomac across the Fall Line and into the easternmost edges of the Piedmont. As settlers ventured westward beyond the tidewater area into the Piedmont and mountain and valley region, agricultural production, while maintaining its tidewater roots, adjusted to more general production and a growing reliance on wheat, often in addition to tobacco, as the primary cash crop.

Production of grains required mills to process wheat into flour and grist-mills which ground grains for meal, like cornmeal. Fairfax County Court Orders beginning in 1749, detailed the construction of numerous grist-mills along Difficult Run – as many as nine by 1800 – including **Towlston Mill Complex Site (NR #68)** (built 1751) near the mouth of Difficult Run noted in 1769. More mills were constructed on the many other creeks along the Potomac. Stephen Lewis's 1749 request "to rebuild a water Grist Mill on Difficult Run…whereon the old Mill was Erected…" indicates grain production prior to 1749. (Mitchell 2004, 1)

The Ohio Company, trading with natives and doling out western land to settlers, served as a vehicle to prevent the French claim to the Ohio territory as well as to promote Virginia's claim to the land. Their claim was based on the 1744 Treaty of Lancaster, "when Thos. Lee for Virginia paid to the Indians £200

in gold and £300 in goods for a deed recognizing the king's right to all the 'lands that are or shall be by His Majesty's appointment in the colony of Virginia…'" that being a 1749 grant for 200,000 acres on the Ohio River. (Bacon-Foster 1971, 8-9) The result of these claims and the influx of settlers westward – in the form of the seven-year-long French and Indian War – was not entirely unexpected.

Maj. George Washington served with the Virginia Militia beginning in December 1752. (Bacon-Foster 1971: 118) On March 31, 1753 Washington was commissioned lieutenant colonel in the Virginia Regiment and two years later, was appointed aid-de-camp to British General Edward Braddock. (GW Papers, LOC, Series 2, Letterbook 1, 132) The war ended in 1763, and hostilities subsided by 1765. Col. George Washington's knowledge of the western lands as far as the Ohio River, gained during his years of military service there, influenced many of his plans for the future – plans that would again be interrupted by war.

Ohio Company officials proposed in 1762, even before the French and Indian war was over: "The opening of the River Potowmack and making it passable for Small Craft, from Fort Cumberland…to the Great-Falls…" (*Maryland Gazette*, 11 February 1762, in Kapsch 2002, 150) Not surprisingly, with war still waging in the west and the cost of the war weighing heavily on the colonies, little interest was generated by the proposal.

George Washington's western Virginia land would certainly have benefited from improvements on the Potomac River that would allow transport of goods from the west. He sought advice and suggestions from colleagues, prominent landholders, and iron furnace operators in the region. In 1769, Washington discussed proposals for the improvement of the Potomac River with John Semple, owner of the Keep Triste Iron Furnace near Harpers Ferry, Virginia, and the Occoquan Iron Works in Fairfax County. Wrote Semple, "The vast bodies of land now ceded to us by the Indians must open a new and extensive field of commerce, of which the River Potomac must necessarily be the principall [sic] channel [sic]…" (Nute 1923, 500) Though the Patowmack Canal was bankrupt within 25 years of its completion, it is significant for its early recognition of the need for effective agricultural transport as well as the development of canal building in the United States. When the company dissolved, its charter and official papers passed to the Chesapeake and Ohio Canal Company, thus providing a model for the more successful C&O Canal system. (Scott and Veloz 1979, 8.1)

The Patowmack Canal Era – 1785-1828

In the 1760s, while the Great Falls Glade tract of 500 acres was being leased to John Semple for charcoal production for his iron forge, George Washington was hatching plans to make the Potomac River navigable.[2] Washington, who knew the Great Falls from his childhood days, possessed an acute vision of future possibilities. He was aware from early on of the falls' potential to produce power for industry as well as the important role the Potomac River could play as a transportation conduit to and from the western lands that were ripe for settlement and profit. His scheme for river navigation was put on hold during the War for American Independence, but was revived in 1785 with the establishment of the Patowmack Navigation Company.[3] The Mount Vernon Compact, the pioneering interstate commerce agreement between the states of Maryland and Virginia authorizing the new canal company to engage in trade along the river, was an important precedent for interstate cooperation among the former colonies.

Constructed between 1785 and 1802, the Patowmack Canal was largely an in-river navigation system that used sluices that were either naturally occurring or were manmade channels cut into the river bed. The canal part of the system consisted of several engineered bypass canals that skirted rapids and falls that were too treacherous for navigation within the river. The canal is among the most significant remains from the first generation of canal construction in the United States, and is the principal surviving element of one of the first major hydraulic projects in the country that addressed an entire river basin. In addition, it incorporated engineering features of an innovative and impressive character, including one of first representations of canal locks and the use of black powder during construction (Reed 2008, Appendix V, 38, 54).

The Patowmack Navigation Company never achieved financial success, however. The well-known vagaries of the Potomac River waters, the high cost of construction of the canal and locks at Great Falls, and new ideas for transportation led to the early demise of the company and the canal. In 1828 a new venture, the Chesapeake & Ohio Canal Company, took over the assets of the Patowmack Navigation Company, abandoned the Patowmack Canal, and excavated a new canal 184 miles in length along the Maryland bank of the Potomac River from Georgetown to Cumberland, Maryland. As both the Chesapeake and Ohio Canal and Baltimore and Ohio Railroad developed along the Maryland side of the Potomac River, the Great Falls Glade with its canal and locks and desolate town of Matildaville fell into relative obscurity (Reed 2008, Introduction).

[2] The following on the Patowmack Canal is adapted from Chapter 3 of the Historic Resource Study for Great Falls Park, Virginia prepared for the National Park Service in 2008 by Paula S. Reed & Associates, Inc. See also National Register of Historic Places NRIS# 79003038 (listed in 1979), and the National Historic Landmark nomination (1982; NRIS# 79003038).

[3] The spelling "Patowmack" is used throughout this report in reference to the Patowmack Navigation Company and Patowmack Canal, using the spelling found on the company seal. There are various alternative spellings found however throughout the historic record, including Potowmack, Potomack, and today's spelling Potomac.

The Mount Vernon Compact

Upon his return to Virginia following his military service during the War for American Independence, George Washington wasted no time in reviving his plans for developing a navigable Potomac River. In 1784, he urged influential men in both Maryland and Virginia to push legislation "to incorporate private adventurers to undertake the business" (GW to Richard Claiborne, in Kapsch 2002, 164). With enactment of the enabling legislation by both Virginia and Maryland, the Patowmack Navigation Company was established in February 1785. The legislation required that navigation be made and improved from the Great Falls to Fort Cumberland within three years (Kapsch 2002, 164-165). But the Potomac River legally belonged to the State of Maryland and an agreement between Virginia and Maryland was necessary to carry on the planned commercial river trade.

The agreement, known as the Mount Vernon Compact, created an important precedent for interstate cooperation. Even as fighting continued in the War for American Independence, the Continental Congress hashed out the guidelines for the government of the new United States in the form of the Articles of Confederation. The loose confederation of sovereign states outlined in this agreement provided no regulation of commerce between the states. For the gentlemen of Maryland and Virginia who subscribed significant amounts of money toward the development of the Potomac River navigation, an interstate agreement was a necessary component. In March 1785, after a meeting of commissioners appointed by Virginia and Maryland held at George Washington's Mount Vernon estate, the Mount Vernon Compact was drawn up and signed. The agreement provide a legal agreement between Maryland and Virginia that although each state had full property rights on their respective shores, the river was a common highway (Kapsch 2002, 165; see Appendix I for text of the Mt. Vernon Compact as accepted by the Maryland legislature). The Mount Vernon Conference, as the March 1785 meeting is known, successfully initiated the concept of regular meetings between states to discuss areas of mutual concern, an idea that culminated in the 1787 convention in Philadelphia that produced the United States Constitution.

The first meeting of the Patowmack Company Board of Directors was held on May 30, 1785, with George Washington as president and Directors John Fitzgerald, Thomas Sim Lee, George Gilpin, and Thomas Johnson present. Getting directly to the business of addressing the river's obstacles, the Board discussed and ultimately selected sluice navigation over locks and canals, except at Great Falls and Little Falls. The legislation creating the Patowmack Navigation Company (Patowmack Company) specified that the canal at Great Falls should be 25 feet wide and 4 feet deep with sufficient locks, each 80 feet long, 16 feet wide and capable of accommodating vessels drawing 4 feet of water. This was later amended to 2 feet in depth (Torres-Reyes 1970, 18). The canals and locks were thus navigable by boats

60-70 feet long and 7-9 feet wide, which were already in use on the river, and that could carry 100-120 barrels of flour.

Canal Construction

On July 14, 1785, the Board of Directors hired builder James Rumsey as Superintendent on the recommendation of George Washington. Rumsey's mechanical genius proved useful when he provided the initial design of the locks at Great Falls (Meyersburg 1973, 20). Construction began in August 1785 with 44 men hired to work on the channel at Seneca Falls under the supervision of Assistant Superintendent Richardson Stuart.

Initially, the Patowmack Navigation Company began work with a labor force of free white men drawn from the surrounding region. The Company planned to hire two crews of 50 men each, "to be under the general direction of one skilful [sic] person who shall have a proper assistant, as well as three overseers with each party" (Bacon-Foster 1971, 61-62). To this end, advertisements were posted in newspapers in Philadelphia, Baltimore, and Alexandria. Finding it difficult to attract enough free laborers, eventually as many as 94 indentured servants or "redemptioners" were purchased in Georgetown and probably Baltimore from four ships of mostly Irish immigrants. After Maryland passed the necessary legislative changes in 1792, permitting the movement of slaves between the states, enslaved African-Americans were hired from local owners on monthly or yearly contracts. The workforce employed by the Patowmack Company throughout the construction period of 1785 to 1802 included skilled and unskilled laborers, classified as free, servant, or slave.

On September 22, 1785, George Washington visited Great Falls in order to view the route proposed for the bypass canal and agreed that the Virginia side appeared to be the best location. The Board of Directors held their October 17 meeting at Great Falls and determined to begin excavations that winter. To that end, in November 1785, the Directors ordered "Hands from Seneca Falls to go to Shenandoah Falls except those necessary at the Great Falls for building and preparing Huts for the reception of the other Hands where they are to continue their work as long as the season will admit of it to advantage." (Willier 1966) As the first group of servant laborers arrived around January 1786, they moved into the Huts for the winter season. The 55 men employed through the winter of 1785-86 were probably the entire payroll of the company at the time.

In anticipation of renewing construction the spring of 1786, the Board of Directors viewed the several proposed routes for the canal at Great Falls on March 1 and 2, 1786, and chose "the one last examined." Washington noted that the weather was stormy, that they stayed within a hut, and "resolved the rout for the canal from the best view we could take." (Torres-Reyes 1970, 14-15) Work excavating the canal

started shortly thereafter. Most of the laborers were engaged in digging the canal – or more accurately, blowing out rock for the canal – at Great Falls, which continued as late as July because the river was too high for work at the other falls.

The Annual Report of the Patowmack Company for the year 1786, submitted by company president George Washington in August, revealed a difficult first year of construction with progress at the canal but little progress on the sluices above Great Falls:

> After the River rose too high, the Hands were removed to the Great Falls where a considerable progress has been made in cutting a Canal and the most of the men are still employed on account of the uncommon wet season (Annual Report, 1786, in Bacon-Foster 1971, 74-75).

The Board of Directors delayed its Second Annual Meeting until November 1787 because George Washington was attending the Constitutional Convention, which lasted through September. As in 1786, work on the river through the spring and summer of 1787 was hampered by high water and illness among the laborers. However, reported Washington, "One of the most difficult passes also, between the Great Falls & Seneca is open'd & a good Towpath made…At Shenandoah the work has been carried on at the most difficult & Expensive part, which promises the success wished for…" And the canal at Great Falls was "extended down to the place at which the Locks must begin, the whole of the canal is nearly completed" (Annual Report, 1787, in Bacon-Foster 1971, 81).

Through the year 1788 little real progress was made on the river improvements due to a number of factors, not the least of which was dwindling funds (Bacon-Foster 1971, 82). Although the Patowmack Company charter called for the upper Potomac – that above the Great Falls – to be open for navigation within three years, that is by 1788, the delays left crews still working at the various "in-river" sections on the upper Potomac as late as 1792, as well as on the Great and Little Falls canals.

In 1792, then Company President Thomas Johnson reported that the upper river improvements were complete and an increasing number of boats began transporting goods along the river. They passed through the Great Falls via ropes secured to a series of ring bolts along the Virginia side wall of the river, as noted in a 1796 order for rope. (GWMP/GRFA Files: "Potowmack Company, Meeting of the Directors, February 5, 1796," H1816, Great Falls Park Box 1). Goods were transported by land and returned to the boats, a slow and labor intensive process.

Meanwhile, the efforts of the Patowmack Company focused on constructing the skirting canals around the Great and Little Falls. By 1792, the Company's "permanent" crew was whittled down by the conclusion of servant terms, escapes, illness, and death. The Annual Report for the year 1792 revealed that several contracts for specific projects were "out-sourced" to local contractors. In addition to these

out-sourced projects, payroll records from April through July 1792 indicate the Company employed more than 100 men, mostly free laborers, with ten slave laborers, excavating the Little Falls canal (Kapsch 2002, 187). This extraordinarily large payroll may have included the contracted laborers as well.

By the end of the 1794 construction season the Little Falls canal was completed and the full attention of the Company was turned to completing the complex system of locks at Great Falls. The original plan called for five masonry locks, but when James Smith was appointed Superintendent in June 1788 he promptly changed the route of the Great Falls canal to eliminate one lock (Meyersburg 1973, 21). Concerned about the alteration, Washington engaged William Weston, the noted British engineer for the Schuykill and Susquehanna Canal, to inspect the Great Falls canal and lock seats in March 1795. Weston recommended that the lock seats under construction be relocated, returning the canal to approximately the original route chosen by the Directors in 1785 (Meyersburg 1973, 22).

At the start of the construction season in June 1795 the Company Directors determined to complete the first three Lock seats below the canal basin. After first attempting the construction in brick, the company changed course and instead had tons of sandstone and limestone boated down the Potomac River from the Seneca quarries and laid by masons to form the distinctive red sandstone and limestone lock walls at Great Falls. The stonemasons left their signatures on those walls in the form of “mason’s marks” as well as distinctive line or stippling designs across some individual stone faces.

By January 1797, the slow progress on the Great Falls locks through 1796 prompted the Directors to question Myers’ ability to finish the job. Showing their low confidence in the completion of the locks, on January 21, 1797, the Directors ordered “lest the remaining funds on the additional capital should not be sufficient to finish the whole…that they also have a Platform or an inclined plane constructed to make it more convenient to take Flour and other Goods from the two lower lock seats to the River” (Willier 1966). The resulting arrangement was described by traveler Duke de la Rochefoucault-Liancourt in 1799:

> To make some use of the [Great Falls] canal in its present state till the locks can be completed large masses of earth are left to check the rapidity of the water, vessels proceed to the places where these are and the barrels of flour and hogsheads of tobacco which are the principal articles brought down the river are rolled down an inclined plane made of wood (for this temporary use) to vessels that wait for them below. (as cited in Bacon-Foster 1971, 188)

On November 13, 1798 the Board authorized the design of a hoisting machine instead of completing the locks. Construction superintendent Leonard Harbaugh demonstrated a design for a machine which was

adopted by the Board. Harbaugh's design was likely very similar to that recently invented by Robert Fulton in 1794. The hoisting machine raised and lowered goods from the cliffs and the end of the canal to barges in the river. Fulton's design required "A pit (or well) in depth equal to the difference between the levels" which would allow weights filled with water to descend pulling the loaded sleds up the incline. In the reverse process, the water was released from the weights which would then ascend from the pit allowing the sleds to descend the incline back to the waiting barges (Fulton 1796, 39). It appears that the pit today known as Higg's Hole **(Canal Works [Higgs Hole] NR#46)** may have been associated with Harbaugh's inclined plane.[4] A shed was built to house the hoisting machine and a warehouse large enough to hold 750 barrels of flour was built at the first lock to store merchandise being transported (Willier 1966; Meyersburg 1973, 23; Torres-Reyes 1970, 49).

With the installation of the hoisting machine, active transportation of goods from the west to below Great Falls on the Potomac River took place. By August 1798, tolls collected at Great Falls amounted to $2,000. (Reed 2008, 63).

Despite the Directors' despair of ever finishing the canal, over the next four years, 1798-1802, the Great Falls locks were completed. But the crew of 100 dwindled to less than 50. Continuing lack of funds hampered all plans for hiring laborers – slave, servant, or free. In 1799, with a fresh influx of cash from a loan from the state of Maryland, the Patowmack Company Directors ordered alterations to the plan of the locks to be made during the construction year 1800. The changes included the widening of Lock 3 to accommodate two boats; Lock 4 to be completed as a canal to communicate between Locks 3 and 5; and a reservoir to be constructed east of Lock 3 for the purpose of supplying water to the three lower locks, with apertures be left in the walls of Lock 3 for the purpose of introducing water from the reservoir into the three lower locks (Torres-Reyes 1970, 54). Archeological investigations completed on this reservoir, or **Third Holding Basin (NR#44)**, revealed the apertures opening into Lock 3 (Ravenhorst et al. 2001, 70-71).

In 1801, the Company attempted to contract out completion of the locks with their new specifications. According to the Company President's report for 1801, however, they were unable to find a contractor and continued the work with "hired laborers as in the past year." (Bacon-Foster 1971, 102) Finally, on January 6, 1802, the Patowmack Navigation Company announced that the locks at Great Falls were completed. The series of five locks, a significant engineering accomplishment, were described in detail by John Mason in an 1808 report:

> On the Potomac at the lower extremity of the canals at the Great Falls are five locks; Dimensions—one, length 100 feet, width 14 feet, lift 10 feet, contents 18,200 cubic

[4] This information is based only on the appearance of the possible use of Higgs Hole. The potential for its use in an inclined plane apparatus should be reviewed by a civil engineer.

> feet—construction, rectangular, walled with hewn free stone, sluice gates discharge thro' the larger gates,—one, length 100 feet, width 12 feet, lift 16 feet, contents 22,800 cubic feet, construction rectangular of hewn stone, sluice gates as before described,—one, length 100 feet, width 12 feet, lift 14 feet, contents 20,400 cubic feet, construction as the last,—two, length 100 feet, width 12 feet, lift 18 feet, contents 25,200 cubic feet each, construction rectangular, blown out of the solid rock, the natural rock worked tolerably smooth forming the sides, some mason work being used where the fixtures are inserted for supporting the gates, the sluice gates in these locks as in several of the others that are deep, do not lift but are made of cast iron and turn on a pivot fixed in the center, so that when the sluice is open this little gate or stopper is turned edgewise to the stream, they work very easy and are managed in deep locks much more readily than those of the ordinary construction. (Bacon-Foster 1912, 176)

The Great Falls skirting canal opened in February 1802. In August of that year, the Company paid its first and only dividend of $5.55 per share (Willier 1966).

Matildaville

In the meantime, the establishment of the District of Columbia, including within its boundaries both Georgetown and Alexandria, initiated gradual but significant changes to the surrounding communities on both sides of the Potomac River. On the Virginia side, the roads leading to Georgetown gained additional importance beyond their port destination, particularly with the construction of a bridge across the Potomac River in 1797 (later the Chain Bridge in 1808, at the mouth of Pimmit Run (Beauchamp, 1992). Also, a renewed focus on the western development of the new United States bolstered development of the Potomac River navigation and later, development of privately owned and operated turnpike roads. Even as the Patowmack Canal took shape, all of this road development benefited the farms and industries of Northern Virginia, and in particular the Great Falls community.

As an outgrowth of plans to build the Patowmack Canal, landowners in the Great Falls Glade began planning speculative and commercial developments that would take advantage of the location at the point of transfer for goods coming from the west. By the time construction of the skirting canal began at Great Falls in 1785 the land was owned by Bryan Fairfax, who held leases on them, and claimed by Henry Lee. While Fairfax held up Lee's claim in court, Lee moved forward with plans to lay out a town adjoining the canal. Attempting to get gentlemen to invest, he wrote to James Madison:

> …the canal runs through the land and the bason [sic] is in the land…Now, if a town was laid off, the lots might be rented on moderate ground rents to the amount of six hundred

> per annum – I consider myself bound to let you have part of the bargain with me, indeed from various motives I wish the connexion [sic] as I am sure it would mutually advantage us…I think I am safe in saying that prosperity to our nation and judicious management of the property would ensure to us both a very independent future. (as cited in Barnes 1978, 52)

Lee's rosy scenario was not convincing enough for Madison. Henry "Light-Horse Harry" Lee was apparently already known for his unsuccessful speculative schemes. George Washington himself did not seem convinced by Lee's style but he agreed with the plan's potential. (Letterbook 16, image 1, in "George Washington Papers")

In December 1790, by an Act of the Virginia Legislature, then Virginia Governor Henry Lee established the town of Matildaville on 40 acres adjoining the canal basin at Great Falls (**Matildaville Village Site, NR#14**). Lee's legal claim to the land was still being contested, so the legislature placed the town in the hands of trustees. The arrangement for platting the town and the initial sale of lots was spelled out in the land records:

> Forty Acres of Land at the Great Falls of Potowmack in the county of Loudoun in possession of Bryan Fairfax be vested in George Gilpin, Albert Russell, William Gunnell, Josiah Clapham, Richard Bland Lee, Leven Powell and Samuel Love Gentlemen Trustees to be by them or a majority of them laid off into lotts of half an acre each with convenient streets and established a Town by the name of Matildaville and that as soon as the same should be laid off into Lotts the Trustees…should proceed to sell the same at public auction for the best price which could be had for them (the time and place of the sale of the said Lotts being first previously advertised in the Virginia Gazette for two months successively) and convey the same to the purchasers thereof in Fee Simple subject to the condition of building upon each a dwelling House Sixteen feet square at least with a Brick or stone chimney to be finished fit for habitation within five years from the day of Sale and that if any purchaser of any Lott in the Town aforesaid should fail to build thereon within the time limited for that purpose the Trustees of the said Town might thereupon enter into such Lott and sell the same again and apply the money to the benefit of the Inhabitants of the said Town…(Loudoun County Deed Book Y, p. 238)[5]

[5] Fairfax County was formed in 1742 from the northern part of Prince William County. In 1757, the northwestern two-thirds of Fairfax County became Loudoun County. The eastern border of Loudoun County was defined by the headwaters of Difficult Run, then a line south to Bull Run (where Cub Run meets Bull Run, near modern-day Centreville Road). In 1798, a portion of eastern Loudoun County was transferred back to Fairfax County, resetting the western boundary of Fairfax County near the headwaters of Sugarland Run and placing Matildaville in Fairfax County. Thus, land records for the town recorded prior to 1798 are archived with

Nothing happened for several years while the legal lease agreement between Henry Lee and Bryan Fairfax was held up by their dispute over quitrents. The lease was finalized in September 1793 (Fairfax County Deed Book X, p. 439).

In 1792, although the Great Falls canal was already six years into construction, it appears the Patowmack Company could not come to an agreement with Lee or Fairfax on acquiring the land needed to build the canal. In desperation the Company resorted to condemnation of the land. On January 26, the County Court recorded that: "application has this day been made to us by the president and Directors of the Potowmack Company to issue our warrant for Condemning and valuing a Quantity of Land belonging to Bryan Fairfax…for the purpose of a Canal pursuant to an Act of Assembly…as much of said land as shall be necessary for a canal, not exceeding the width of 140 feet…" and "one acre at or near the Great Falls of Potomack…for the purpose of erecting necessary buildings…" (National Archives RG 79, Entry 164, "Legal Papers," Folder 1785-1799, as cited in Barnes 1978, 100-101) The boundary of the 16 acres condemned included the canal as it was already completed, including the first lock seat, and continued "into the Potomack river…" to allow for the remaining locks yet to be constructed (Ibid, 102-103).[6]

The condemnation proceedings ended on March 4, 1793 when Henry Lee and the Patowmack Company came to an official agreement concerning the Great Falls property and water rights. Six months later Bryan Fairfax conveyed a 900-year lease of 400-500 acres, part of Towlston, to Henry Lee. (Fairfax County Deed Book X, p. 439)

Both the Patowmack Company and Lee anticipated the eventual development of Matildaville prior to the legal settlements. Evidence confirms that at least two buildings were under construction on the Matildaville town lots prior to the 1793 resolution of the land dispute. One was a log and stone "Company House" also known as the **(Superintendent's House (NR#18)**. Lee's larger plan for Matildaville included several industrial operations powered by water fed through the canal. On September 4, 1793 Henry Lee and Bryan Fairfax sold three parcels of the Great Falls land to William Wilson and John Potts.[7] It was on one of these - a one-acre lot - that Wilson and Potts built an iron forge

Loudoun County deeds, and post-1798 records appear in Fairfax County deed books. Adapted from "The Migrating Courthouse and Shifting Boundaries of Fairfax County" http://virginiaplaces.org/nova/movingfairfaxcourthouse.html (Accessed April 28, 2014).

[6] June 16/July 4, 1797, additional land was condemned to accommodate the realignment of the canal after Weston reviewed the design: "Beginning at a bolt in a rock marked G Corner to a former survey No. 1 being also the beginning of Matildaville thence…to a large rock No. 2 about 6 feet below the upper gate of the first lock…containing two acres one rood and thirty perches…" (Loudoun Co. Deed Book X, pp. 410 and 411, as cited in Barnes 1978, 107-108).

[7] The first parcel was a one acre tract "lying between the Canal and the River Potomack at the Great Falls"; the second parcel was 210 acres between Difficult Run, the "Falls Glade," and the Potomac River; and the third, was 28 acres adjoining John Jackson's land (cited in Fairfax Co. Deed Book E2, 317).

operation **(Potts & Wilson Forge/Foundry Site, NR#36).** To supply the necessary charcoal, they had acquired a lease from Bryan Fairfax on the previous day, "to cut use take and carry away any wood for the making Coal [charcoal] from certain parts of a Tract of Land called…Towlston" on the south/east side of Difficult Run (Fairfax County Deed Book Z2, p. 118).

It was several years before Henry Lee found someone to build a mill at Matildaville. On November 26, 1797 Lee entered into a 20-year lease agreement with Samuel Briggs of Montgomery County, Maryland. Briggs leased a one-acre parcel, described as "adjoining the Canal at the Great falls of Potomack River and above Potts and Wilsons forge… for the purpose of Working a Saw Mill and a Grist Mill with three pair of Stones to be erected on the said premises" (Fairfax County Deed Book B2, p. 345; [**Samuel Briggs Gristmill site, NR#35**]). The lease provided for water power supplied by the canal and indicated the presence of a "road or highway on the West side of the Canal aforesaid opposite to the before described property…" (Ibid) This was the old Trammels Rolling Road (1764) or "Falls Road", now known as the **Old Carriage Road (NR#50).**

Most of the buildings that eventually stood in Matildaville were constructed by various parties between 1793 and 1797, in particular by the Patowmack Company. No extant plat of Matildaville has been found and clues from existing deeds do not produce a coherent plat. The Company buildings, however, were constructed on a one-acre parcel that was part of the land condemned for the Company in 1792. The Company sawmill located on the east side of the canal basin opposite Matildaville was constructed probably by 1792 to facilitate the various planned construction projects.

Company-related buildings were erected as early as 1785 when the Company constructed "huts" for workers at Great Falls, although none of these structures remain nor is it known where they stood on the property. In February 1796, with all land questions resolved and work concentrating on the canal at Great Falls, the Directors elected to replace the huts with "such other works as may be necessary for the accommodation of those people who may be employed by the Potomak [sic] Company at that place in the cheapest manner that will answer the purpose." (Kapsch 2002, 190) The building or "barracks" envisioned by the Directors measured "79 ft. long, 18 ft wide and 7 ft high in the Clears to be covered with Plank".(Ibid; [**Workers' Barracks Site, NR#22**]). The barracks was apparently only half completed as of January 1797, nearly a year later. In the meantime, by July 1796 the Company built a market house, described as "thirty by fourteen feet" (Bacon-Foster, 93).

The multi-purpose Company House, also known as the Superintendent's House, begun in 1791, remained unfinished in February 1796. The Directors suggested "that measures be taken immediately to complete the House already begun on the lot belonging to the Potomak [sic] Company at the Great Falls…" (Kapsch 2002, 190). In March 1796, the Board ordered Capt. Myers (Superintendent from Jan. 1796-May 1797) to build the Superintendent's house "twenty or twenty-five feet wide by thirty-five feet

deep and two stories tall" (Kapsch 2002, 192). To that structure five houses were added, "each about 16 Feet square, one story high, in front and two back; the ground story on the Back being built of Stone, serves as store houses for the articles belonging to the Company – the other story a frame filled with Brick, laid in Clay – the whole covered with Shingles." (Ibid; [**Superintendent's House Site, NR#18**]) By January 1797, four of the smaller attached houses were "occupied by the Mechanicks employed in the Company's service," and the fifth served as a Company Office (Kapsch 2002, 195).

Today (2014) the remains of the Superintendent's or Company House still stand: the SE corner of the building, chimney base, and foundation measuring 34 feet by 26 feet (Barnes 1978, 38) are visible. Adjoining the north wall of the Superintendent's house, a series of three-walled additions (chambers or cells) telescopes northward along the Matildaville Trail (Canal Street). These smaller foundations are buildings constructed into the hill, the single-story fronts facing the Matildaville Trail (Canal Street), and the lower story backs facing the canal basin. The structure immediately adjoining the Superintendent's house north wall retains its east lower story stone wall with what appears to be an entrance but no windows. Like the Superintendent's house, the opening appears to be embellished with a pattern of quoins, three bricks to one stone along the sides of the opening. Barnes (1978, 38) noted that archaeologists found two, possibly three, smaller chambers in addition to the largest chamber representing the Superintendent's house; these measured 19 x 19 and 32 x 19 (or two chambers of 16 x 19). Troup (1978) identified four to five chambers associated with the Superintendent's house complex.

Adjoining the Company lot in Matildaville was a lot reportedly owned by then-Company Superintendent Capt. Christopher Myers, although there was no official record of his purchase of a lot (Troup 1978, 1, citing Anon. 1797). At the January 14, 1797 company board meeting the Directors were informed that Myers was using company workmen and supplies to build houses on his lot: "Two other Houses under one Roof similar to those described [16 feet square], excepting the ground story have been built on a lot belonging to Capt. Myers, one occupied by the low gate maker the other now used as an Office for the Clerks." (Kapsch 2002, 195) Although constructed on his lot, Myers' building, a style known as a "dog-trot" building – two log pens under one roof – was apparently used for Company purposes. This building is conjectured to be the "Anderson" house shown on the 1866 John de la Camp map, of which only the ruins remain today (**Anderson House Site, NR#17**).

Outside of the official Patowmack Company development of Matildaville between the years 1797 and 1802 as many as 34 lots were sold, most to Company associates. Deeds reference a plat of the town which has not been found and as previously noted; platting the town lots using descriptions in deeds produces a confusing result.

All of the deeds for the Matildaville lots included the standard legal language, required by the town charter, "subject to the condition of building upon each a dwelling House Sixteen feet square at least

with a Brick or stone chimney to be finished fit for habitation within five years from the day of Sale." (as cited in Fairfax County Deed Book A2, p. 494) But few of the purchased lots apparently ever received a building. Traveling through the area in May 1798, Polish writer Julian Ursyn Niemcewicz observed, "There is one wretched tavern there and three or four houses." (Niemcewicz 1965, 89)

Demise of the Canal

Although the Patomack Company planned to expand the Potomac watershed navigation with feeder canals on the Shenandoah, Monocacy, Antietam and Conococheague Creeks, little ever came of these projects due to lack of funds. By 1814 all work on new construction on the canal was halted and the few locks constructed on the Shenandoah River were transferred to the Shenandoah Company in 1818 (Bacon-Foster 1971, 117-119).

Throughout the Patowmack Company's tenure until its demise in 1827 maintenance on the canals and in-river sluices did continue. Needed repairs were largely the result of repeated river flooding and intrusive "fish potts" laid by neighbors along the river. Fish pots, weirs or dams, were a constant and significant obstruction to river boat traffic. Still occasionally visible in the Potomac River today they consisted of "V-shaped stone weirs constructed like fences and used to direct and collect fish in 'traps' or 'pots' placed in the openings through the apexes of the V's" (Guzy 2003, 281-282).

Even in a good year, boat travel on the Potomac River was limited by its notoriously variable water levels. Special boats, called bateaux or "Rolland Boats," were developed to move as much tonnage as possible with the least amount of draw or depth in the water (Reed 2008, 67).

Through the first third of the 19th century many changes occurred in the region's transportation network. Spurred by development of the National Road, a federal government road project begun in 1806, a number of privately funded turnpike roads were chartered. In 1813 the Georgetown & Leesburg Turnpike Company was established and changed to the Falls Bridge Turnpike Company in 1820 (now commonly known as the Old Georgetown Pike). This road, as implied by its name, began at the Chain Bridge over the Potomac at Georgetown and joined with the Leesburg Turnpike at Dranesville, crossing Difficult Run at the "old ford" near Rocky Branch. It was essentially the same road as the old Falls Road (Georgetown & Leesburg Road) to the Falls Landing at Pimmit Run (Mitchell 2004, 74). After crossing Difficult Run, however, the new turnpike road veered away from the two older routes that ran through Great Falls Glade: the "Falls Road" formerly called Trammels Rolling Road, and the "Old Georgetown & Leesburg Road." What amounted to a by-pass of this section of the road, the new turnpike road wound up the hills on the south end of the Glade, avoiding the Great Falls Glade and Matildaville

altogether but rejoined the Old Georgetown & Leesburg Road above the Glade (Fairfax County Chancery #1833-010).

By this time also, the idea of a new stillwater canal had emerged. A stillwater canal was a stand-alone structure that commonly followed a river – a continuous, lined ditch filled with water drawn from the adjoining river, and with a "tow path" along which the boats were pulled by mules (Kapsch 2004, 15). The Patowmack Company thought it was best suited to build this new canal, but many felt that the Patowmack Company was a failure. In 1823 the Commissioners Report, appointed by the U.S. House of Representatives to survey a new canal route, was not sympathetic to the Patowmack Company. The report called for a new entity to be established, noting that the Patowmack Company had incurred heavy debt and had not met the conditions of its charter, and that the quality of the navigation was poor, mostly because of sluice navigation (Reed 2008, 68-70). Thus the report set the stage for the development of the Chesapeake & Ohio Canal Company.

In 1827 the Patowmack Navigation Company ended its operations and on August 15, 1828 the new Chesapeake & Ohio (C&O) Canal Company took over the assets of the Patowmack Company. With a plan to excavate the new canal entirely along the Maryland side of the Potomac River, in 1830 the C&O Canal Company abandoned the locks at Great Falls. In 1834 the C&O Canal opened as far as the Ferry Hill Plantation near Sharpsburg, and to Cumberland, Maryland in 1850. But an even newer transportation option, the Baltimore & Ohio Railroad, had reached Cumberland in 1842 following much the same route, and by 1850 was laying tracks as far west as the Cheat River.

The Patowmack Navigation Company was never a financial success and its failure to thrive spelled a similar fate for Matildaville and the few industries there. Even in 1802, when the Great Falls skirting canal was completed and fully opened to boat traffic, Matildaville was described by traveler John Davis as "a few scattered buildings which form a kind of hamlet called 'Charlotteville' [Matildaville]." (Bacon-Foster, 101, f.n.18)

The changing transportation landscape through the 1830s profoundly affected the development of the already-floundering Matildaville. Fairfax County Land Tax records for 1820 itemized buildings on individual properties and lots. Although the Patowmack Canal was still in active service in 1820, only four lots in Matildaville were shown to have buildings on them (Barnes 1978, Tax and Lot History Tables). In 1822, the tax record provided an assessment value of buildings on those four lots, including the Patowmack Company buildings: the stone Superintendent's house and the adjoining five cottages, as well as the company sawmill. Other buildings included David Weatherby's $300 building that would later be known as Dickey's Inn (**William Dickey House & Tavern site, NR#15**). When the Patowmack Canal was permanently shut down in 1828, the Company storehouses, **Superintendent's House (NR**

#18); the village grist mill, **Samuel Briggs Grist Mill Site (NR #35)**, and forge/foundry, **Potts & Wilson Forge/Foundry Site (NR #36)**, closed their doors as well.

The tavern that later became Dickeys Inn proved more durable, however, and remained viable for many years. Described in 1798 as operated by a "French Alsatian" (Niemcewicz 1965, 90), Davis noted in 1802 that he boarded "In a house of entertainment kept by widow Myers" (as cited in Bacon-Foster: 101, f.n.18). By 1824, William Hubball placed an advertisement in the *National Intelligencer*, "Great Falls of Potomac Wm Hubball begs leave to inform the public that he continues the Tavern, in addition to his Store" (Dixon 1996, April 1, 1824). Hubball again advertised in March 1826, his "Great Falls Hotel of Potomac" but in March 1829, a new advertisement appeared, "Lewis Sewall now keeps that well known tavern on the Virginia side of the Great Falls, lately occupied by Mr. Hubble" (Dixon 1996, April 1, 1824). Sewell withdrew to the Maryland side of the river in 1831 where the C&O Canal had recently begun operations. Not completely abandoning his roots on the Virginia side, Sewall arranged in 1830 to establish a ferry, probably at Sandy Landing, noting in a letter to the C&O Canal Company, "There would be much passing once it was known in Loudown [sic] and the district that they could cross." Sewall indicated that "Mr. Fairfax has given me his landing on the VA shore for five years to establish the ferry" and that he had cut "a good road from the ferry landing…to the turnpike leading to Leesburg." **Sandy Landing (NR #53); Difficult Run Trail (NR #54)** The ferry operation would have two boats and "a small house" for the hands. Finally, noted Sewall "I have fitted up the house where I used to live to accommodate partys," perhaps for those who would have to wait for the ferry at night or in bad weather (Lewis Sewall to John P. Ingle, Clerk, Ches. & O Company, Great Falls April 8th 1830; GF Park files).

A map drawn by John de la Camp in 1866 apparently confirms Julian Ursyn Niemcewicz' earlier description of 1798 and likely represents the full extent of the development. Indeed, much of what is known about Matildaville's appearance is gleaned from de la Camp's map. The Superintendent's House or one of the attached "Mechanick's" houses apparently was occupied by Lucy Lee. At least part of the complex was also labeled "Ruins of old Jail;" Capt. Myers' dog-trot was labeled "Sam Anderson;" and the house on what should be Lot No. 4 was labeled "Wm S. Dickey," later known as Dickey's Inn. A large "Old Ice House" was shown on the west side of Canal St., amid several smaller buildings, and two unmarked buildings were located on the west side of the former canal basin, apparently under cultivation.

These two buildings may represent the springhouse – its remains still present today (2014; **Springhouse, NR#16**) – and one of the storehouses constructed during canal operations. The map also depicted the "Ruins of Old Sawmill" on the east side of the canal basin, and to the north, Wilson and Potts' "Ruins of Old Forge" and Briggs' "Ruins of Old Sawmill." Traveler Niemcewicz wrote of "the forge which is very near the falls" in 1798, noting "The iron is brought down from Barckley [Berkeley] County 60

miles away; they use charcoal; they hammer the iron into *Pigs* and *bars*." (Niemcewicz 1965, 90) With more than 50 years between the Niemcewicz description and de la Camp's map, it is striking how little had changed over those intervening years.

The Chesapeake & Ohio Canal and the Baltimore & Ohio Railroad, both begun in 1828 and both located on the Maryland side of the Potomac River, left the canal and town improvements of the Great Falls Glade to fade in memory and fall to ruin. Even the Georgetown & Leesburg Turnpike (Falls Bridge Turnpike), built beginning in 1820 and which crossed Difficult Run at the old Rocky Run crossing, bypassed the Great Falls Glade community. Despite attempts through the 1830s to the 1890s by the Great Falls Manufacturing Company to reinvent the falls area as a new "South Lowell," no new development occurred throughout the 19th century.

The Great Falls Manufacturing Company (GFMC) Era

Beginning in 1853, a dispute arose between the GFMC and the United States government over the company's claim for damages for the anticipated loss of water power by the Aqueduct dam. Arbitration hearings resulting from the case were held in January 1863. A deposition given by GFMC stockholder William A. Bradley began with the question, "what improvements made by the old Potomac Company were on the ground at that time [1838]? His answer was "the old locks and several log-houses were on the tract…" and to the question of what improvements the GFMC had made he answered "A small saw-mill was erected" (GFMC vs. U.S. depositions: 26). Although the case continued into 1880, the Washington Aqueduct dam was completed in 1867 and raised in height in 1886 (GFMC v. U.S. 1880: 176). John de la Camp's "Topographical Map of the Estate of the Great Falls Manufacturing Company," drawn just prior to the construction of the dam, in 1866, reveals that no other improvements were made to the property by the company.

Much of Fairfax County was occupied throughout the Civil War by Union troops in order to protect Washington, D.C. But through the late spring and summer of 1861, Confederate forces continued to hold onto much of the Fairfax and Loudoun County territory sought by the Union defenders of the federal city. They annoyed Union troops on the Maryland side of the Potomac with forays across the river attempting to disrupt the operations of the C&O Canal. Beginning in June 1861 troops from the District of Columbia Volunteers were stationed "at Great Falls to watch the ferries" – presumably the Conn and Trammel ferries above and below Great Falls (O.R., Series I, Vol. II, p. 107). Meanwhile on the Virginia side a contingent of Confederate troops from South Carolina filed in along the river to guard the Conrad and Edwards ferries to the north in Loudoun County as well as the lower ferry crossings. Col. Charles Stone, of the 14th U.S. Infantry, commanded the forces of the "Rockville Expedition" charged with protecting the Maryland river border. On June 27, Col. Stone reported from

his position at Poolesville, Maryland: "The Virginia guards at the ferries seem to have been replaced by South Carolina troops, who recommenced the unsoldierlike practice of firing at pickets across the river (O.R., Series I, Vol. II, p. 117)." As the build-up on the Virginia side continued, Col. Stone requested re-enforcements: "Considering the circumstances of the District of Columbia Volunteers, I respectfully recommend that said infantry force be replaced by a regiment of State troops, and if an additional regiment can be spared, it would greatly facilitate my operations." (Ibid) But Stone's appeal went unanswered and on July 7, 1861, an urgent message from Lt. Becker with the 8th Battalion D.C. Volunteers, then located at the Maryland Great Falls, read:

> Have been fighting all day; fighting when I left at 7 o'clock this p.m. One man killed on our side. We want re-enforcements. Are not strong enough to hold our position. We want a surgeon. Please answer. (Ibid, 123)

There was no reply to Lt. Becker's plea for help in the Official Record. The engagement, presumably with the South Carolina troops stationed across the river, resulted in U.S. infantry replacing the weary volunteers at Great Falls.

Becker's July skirmish at Great Falls was just the first in a series of skirmishes and artillery exchanges in the Great Falls vicinity. On September 4, 1861, another "Skirmish at Great Falls, Md." was reported. Col. Harvey and the 7th Infantry Pennsylvania Reserve, located at Great Falls on the Maryland side, reported Confederate rifled cannon firing upon their position. Unable to return fire, the report noted that their smooth-bore cannon "did not reach their [the Confederates] position (the intrenchment [sic] in rear of Dickey's house, already reported)…" (O.R., Series I, Vol. V, p. 127) The Confederate cannon were likely located on Glade Hill, immediately west of William Dickey's log house in old Matildaville. Confederate Lt. Charles W. Squires, 1st Co., Battalion Washington (La.) Artillery, reported the placement of his cannon "on a high hill thickly wooded," aimed at a group of houses on the Maryland side of the river (O.R., Series I, Part I, Vol. 51, p. 39). After battering the houses for 15 minutes they turned their attention to the nearby Union encampment and "fired several rounds of solid shot upon the canal" as well (Ibid). The entire affair lasted only two hours, but Union headquarters soon replaced the U.S. guns with rifled cannon (O.R., Series I, Vol. V, p. 127). Another incident occurred on October 4, 1861, probably in concert with a skirmish upriver at Edwards Ferry, when newspaper artist Frank Leslie recorded Union cannon "Shelling Confederate cavalry across the Potomac River from the heights of Great Falls."

As the Civil War dragged on, periodic skirmishes raged at Ball's Bluff, Dranesville, and Herndon Station. The quiet of the Glade returned quickly however after the war ended in 1865. The 1866 de la Camp map revealed that a few of the old Matildaville buildings were still occupied, by then 38 years after the Patowmack Canal was abandoned. On the 1870 census was William P. Dickey, who according to the 1866 map (shown as William S. Dickey) was living in the first of the three houses on the road

through old Matildaville **Dickeys Inn (NR #15)**. Dickey was listed as a 61-year old tenant farmer, owning no real estate, and with $350 in personal property. His household included his 33-year old wife Elvira, a 10-year old girl named Mary E. Anderson (was Mary the daughter of Elvira now remarried?), and black farm hand Tenly Jennings. There was no adjoining listing for Samuel Anderson whose name appeared on the 1866 map on the old Matildaville house south of William Dickey **Anderson House Site (NR #17)**. In 1860, Dickey was listed on the census as a 50-year old Carpenter sharing his rented house with his two children (22 and 17), two mulattos, and two other Carpenters: James Bailey (28) from New York and Colmore Anderson (35) born in D.C.

Although William Dickey listed himself as a farmer in the 1870 census, it appears that he also operated an inn as early as 1873, providing beds, meals, and fishing tackle for recreational visitors to the Great Falls Glade. In a June 13, 1873 *Fairfax News* article the writer noted:

> …a part of eight persons left Fairfax C.H. for the "Great Falls" of the Potomac for two days recreation and fishing…we finally arrived at Dickey's hotel near the Falls…who set before us in due time an excellent dinner, which we did full justice to; Mr. D, in the interim, had fitted out our tackle in first rate style… (Newspaper collection, Fairfax County Library)

Two months later the same newspaper reported that William Dickey was "indicted for selling liquor," and the following month (September) Dickey received a "Certificate to sell liquor." (*Fairfax News*, August 22, 1873 and September 19, 1873)

Next listed in 1870 was Lucy Lee, a 60-year old black woman "Keeping House." She shared her rental house with Ellen A. West, a 12-year old mulatto girl. The 1866 map showed Lucy Lee apparently living in the vicinity of the Superintendent's House, possibly in one of the adjoining "company" houses. According to the 1873 *Fairfax News* article describing a June fishing trip to Great Falls, "Those of the party who carried their own commissariat put up with Aunt Lucy, a well known and much respected old colored lady, long a resident of the place, and free-born." (*Fairfax News*, June 13, 1873) Who was Lucy Lee? In 1870, she listed her place of birth as Virginia. In fact there were 27 black women named Lucy Lee on the 1870 census that listed their place of birth in Virginia. In 1860, there were three who were free and therefore listed on the general census, leaving the other 24 likely still enslaved. Since Aunt Lucy was described in the 1873 newspaper article as "free-born" one possibility of her genealogy can be found in the 1840 census record for Fairfax County. A free black family under the name of Nancy Lee was listed near the name of Thomas A.C. Jones, then owner of the GFMC. Since none of the children's names were listed in Nancy Lee's household, the connection to Lucy Lee cannot be confirmed and the family was not listed on the 1850 or 1860 census. The house listing (#208) adjoining Lucy Lee on the 1870 census was vacant, possibly one of the company houses attached to the Superintendent's House. Next listed was Benjamin Deskins, an 80-year-old-black "Farm Hand" living alone, probably in another company house.

The next listing on the 1870 census was James W. Smith, a 51-year-old farmer with his wife and three children. Smith owned $1,400 in real estate and he and his family hailed from New York. This may indicate that the GFMC recruited people from out of state to occupy the company's property, perhaps even selling a small tract to Smith. Smith's two adjoining neighbors were also from out of state but lived as tenants, possibly in the remaining company houses or the former Anderson/Myers house. William P. Norton, a 30-year-old farmer from Massachusetts brought his wife and two children from New York. Their youngest child was born in Virginia. Andrew J. Boswell, a farmer aged 39, and his wife hailed from Pennsylvania; their five children however were born in Virginia, including their oldest of 15 years.

By the 1890s, the days of quiet obscurity for those who occupied the Great Falls Glade were coming to an end. Although the Industrial Revolution never became a reality at the Great Falls in the form of large mill complexes, the lure of the power of the Falls continued.

Beginning in the 1890s, thoughts turned to electrical power for Washington D.C., spearheaded by the U.S. War Department. The 1894 "Report of the Chief of Engineers, U.S. Army" noted, "…electrical power can readily be transmitted from Great Falls to Washington…Our examination of the locality leads to the conclusion that, while the construction of a power canal and a power plant on the Virginia side of the river would not be free from difficulties, it may be accomplished within a reasonable cost." (U.S. War Dept., Washington: GPO, 1894)

Thus in April 1895, the Great Falls Manufacturing Company sold the property to the Great Falls Power Company for $15,000, a fraction of the $109,000 it was worth in 1845. The conveyance included the tract of 750 acres part of the "Toulson [sic] tract;" also 32 acres purchased from Thomas Peacock (1857), part of the Towlston tract; 47 acres on Difficult Run part of the Samuel Walker property "whereon there was formerly a saw & grist mill" **Towlston Mill Complex Site (NR #68)** and was part of the Towlston tract (1855); 9 acres purchased from Peacock (1855); and 100 acres known as the "Jackson lot;" as well as six islands in the Potomac River and several tracts on the Maryland side of the Falls, "Together with all the water rights, privileges and powers now vested in this Company in & to the waters & powers of the Potomac River at the Great Falls, and all its rights to construct & erect dams, canals, power houses of every description & appurtenances of every kind & nature necessary or expedient to fully use and utilize the water power at said Great Falls…" (FX DB T5, p. 124)

The Great Falls Power Company (GFPC) Era, Great Falls Park, and PEPCO

A map drawn in 1899 showed the plans for the power plant and its feeder canal (C&O vs. GFPC, Washington Co. MD Circuit Court, Equity Papers). The power company's plans as shown on the map indicated significant changes to the Glade landscape. In particular a new canal route through the marshy meadow behind Glade Hill and "Proposed Power House" was sited just up river from the Sandy Landing Ferry. The notation showing the ferry indicates that the ferry was still in operation in 1899. However other familiar structures on the landscape had vanished. What appears to be the Dickey house and springhouse remained but there was no indication of the Anderson house, and the company houses were noted as "Old Ruins." There were a few cultivated fields outlined on Glade Hill but much of what had been previously cultivated or meadow was by 1899 returned to woods.

Almost overnight, with the turn of the 20th century, the cultural landscape of the Great Falls Glade – which had gone essentially unchanged for nearly 100 years – was dramatically altered. Again it was a new transportation technology imposed on the landscape that would initiate the change. Across the United States, inter-urban electric railroad systems were already changing urban landscapes, allowing more people to live farther out from the city core and accelerating the growth of suburban America. At Great Falls, the urban and new suburban residents of Washington and Fairfax County would find fresh air and amusements at the Great Falls Park at the terminus of the GF&OD line. Perhaps the most successful ventures at the Great Falls, the park and railroad too would fall victim to changing transportation technology, hard economic times, and the raging river.

In 1900, the *Washington Post* owner John R. McLean and West Virginia Senator Stephen B. Elkins chartered a new electric railroad company. Named the Great Falls & Old Dominion Railroad, it was to run from Washington (Georgetown) across the Potomac on the old Aqueduct Bridge and up the Virginia side to Great Falls (Harwood 2000). **Great Falls & Old Dominion Railroad right-of-way (NR #55); Electric Railroad Installation (NR #8)** The following year, on April 15, 1901, the GF&OD entered into two lease agreements with the GFPC. The GF&OD reached Great Falls Park, as it was known, by early 1906, but not by the original route planned. In February 1906, GF&OD purchased outright the right-of-way through the GFPC property for $18,750, a total of approximately eighteen acres.

The Great Falls Park station, the terminus of the GF&OD line, served as the entrance to what would become a favored escape from the city. The railroad company constructed an amusement park catering to young and old as well as courting couples in between. It featured a carousel **G.A. Dentzel Carousel Site (NR #9)**, dance pavilion **Dance Pavilion Site (NR #12)**, observation tower, and the Great Falls Inn **Great Falls Inn Site (NR #13)** where visitors could eat and relax. The park also had a "lover's lane," lighted by a line of electric lights hung from brackets on the trees **Metal Lamp Bracket (NR #11)**,

which followed the old canal along an old path leading to the canal basin. Local residents also took advantage of the amusements, and the jobs, that the park had to offer.

Great Falls Park officially opened on July 4th, 1906. While the GF&OD entered the park from above the Glade, walkers, wagons, or automobiles could enter via the road "down near Difficult Run Bridge" recalled park neighbor, Walton Follin (GFHS interview with James Walton Follin, 1994). Wade Jackson remembered helping Fred Poole "to build that lower road that come in to the park," driving mules, cutting trees, pulling stumps, and preparing the road base (GFHS interview with Wade Jackson, 1984). Refreshments or sit-down meals were available in the park at the Great Falls Inn. It was a large building with wide veranda-style porches and attached kitchen facilities. The Inn was privately owned, though located apparently on both GF&OD land and the power company's canal right-of-way. Carl and Isabella Blaubock initially owned and operated the Inn; him a German immigrant and her, the daughter of German immigrants, from New York. Isabella's sister, Mrs. Case, ran the Great Falls Tavern on the Maryland side (GFHS interview with Wade Jackson, 1984). The Blaubocks' daughter Isabella married Albert Schmitz who managed the Great Falls Inn by 1930. Eventually the Schmitz' inherited the Inn. Melvin Thompson, a friend of Albert and Isabella Schmitz, remembered Great Falls Inn as "a very fancy place." Perhaps catering to a less "fancy" crowd, Dickey's Inn still operated out of the old Matildaville log house occupied by the Dickey family since the 1860s. Dickey's Inn achieved some notoriety, serving "Dinners, Sweet Milk, Butter Milk, Pie and Coffee" to park-goers who wandered as far as the old canal basin. The GF&OD even added a rail stop called Dickey's Station, though "hardly more than a platform" according to former Great Falls Park Ranger Jim Putman. Intrepid customers could walk the path from the station down the hill to Dickey's Inn (Putman card #GWMP 159Z, GF17A #45).

The GF&OD – after 1911 the "Great Falls Division" of the Washington & Old Dominion (W&OD) Railroad – brought more than just amusement-seekers to Great Falls (FX DB K7, p. 542). George Washington and his Patowmack Canal were not entirely forgotten, the D.A.R. erecting a bronze plaque in his honor in 1912 **DAR Bronze Plaque (NR #49)**. Beginning in 1908, those seeking spiritual renewal found their way to the Methodist Camp Meeting at Great Falls, located near "lower Sandy Landing" (Sanders 2002) **Camp Meeting Site (NR #64)**. The meeting was described in a 1909 *Washington Post* article "Big Camp Meeting On":

> The camp ground is located on the high hill overlooking the Great Falls. A small tented city has sprung up within the last three days, in the center of which is a mammoth tent, capable of seating hundreds. Here the principal exercises will be held. On every side are the smaller tents, in which are the delegates and visitors who care to live on the grounds during the meetings. The grounds are well lighted, and a regular car service is provided. (*The Washington Post*, August 28, 1909)

The Great Falls Camp Meeting was part of the Sterling Circuit, with attendees drawn largely from the Arnon Methodist Episcopal Church, South (Sanders 2002).

Just south of the camp meeting clearing, a cabin homestead was established by the 1930s above Lower Sandy Landing, at the south end of the Potomac Gorge (now Mather Gorge). **Clark's Cabin (NR #55)** Former Great Falls Park Ranger Jim Putman noted in 1990 about "Clark's Camp":

> In the 1930s Paul Cornwell remembers a Mr. Clark living here in one of two cabins on the site…There are trails on the hillside, chimneys, telephone wire, foundations…Only Mr. Clark lived there during the depression years, according to Paul Cornwell. (Putman Card #GWMP 2012, GF23A #76)

Sited on the cliff top facing northeast, the occupants of Clark's cabin had a spectacular view up the river gorge.

Another "cabin" dwelling hidden within the wooded landscape around Great Falls was "Cline's Cabin." Heidt Cline was said to have settled in his log house on the river around 1926 and lived there with his family until he died in 1968 (Putman card #GWMP 90Z, GF 2E #15). He was listed on the 1930 census as the next-nearest neighbor to Albert Schmitz (Great Falls Inn), with his wife and two sons. Cline, who was born in Georgia, worked as a Western Union "operator." It may have been this Cline (Klein) family that Paul Cornwell remembered rescuing during the Potomac River flood of 1942 (Putman card #GWMP 68Z). **Cline's Cabin Site (NR #56)** today (2008) is nothing more than foundation ruins and was likely ultimately taken by the river in later floods.
Population census records for the Dranesville District, particularly around Great Falls, from 1920 and 1930 indicate that residents were primarily occupied with general farming, truck farming, and some dairy farms. Melvin Thompson recalled that the rail line hauled agricultural freight as well as people:

> They hauled milk and there used to be a milk platform. It was just a wooden platform about this high and the farmers brought their milk in there and set the cans on it. They had problems in those days with spoilage and all, you know. Everybody'd rush that brought their milk there. They had it in coolers and they weren't ice coolers or refrigeration like they have today. And everybody rushed to get their milk there and get in to Washington so it could be processed. (GFHS interview with Melvin & Margaret Thompson, 1984)

Others would ride the train or drive to Washington to sell their products at the market.

While the rural farmers of the Great Falls area eked out a living during the Great Depression, the city-based W&OD Railroad did not survive. Bankrupt in 1932, the company discontinued operations along the Great Falls Branch in 1934 (Harwood 2000). The passenger lines were already struggling from the growing popularity of the automobile as the preferred mode of transportation around suburban Washington. Although the rail line closed, the Great Falls Park did not as people continued to seek its

cooling relief and amusements. The Great Falls Inn stayed open as did the carousel, by then owned by Ralph Jackson, and the Dickey family still entertained guests at Dickey's Inn.

The flood of 1936, the highest on record, impacted the Great Falls Park landscape, but the buildings were repaired and the people returned. By this time a new park plan was being hatched across the river in Washington D.C. Reported in 1928 in a *National Geographic* article, the plan was to preserve the scenic landscape of the Potomac River and Great Falls:

> The National Capital Park and Planning Commission has a definite program to save this region of truly magnificent scenery as one of the show places of America. It recommends that the Federal Government acquire the entire gorge from the top of the Virginia bluffs to the hilltops in Maryland and from Georgetown to and including Great Falls. This area would then be supplied with foot and bridle paths, highways, and boat landings to make all of its scenery easily accessible. (*The National Geographic Magazine*, March 1928: 400)

But as the article pointed out, "Whether or not the gorge of the Potomac shall become a National Park rests with Congress, which must authorize its acquisition..." (Ibid) The seed was planted and in 1930, Congress passed the Capper-Cramton Act, which "provided for the acquisition and development of the George Washington Memorial Parkway." This enabling legislation not only provided for the preservation of the scenic river and shoreline but also "the preservation of the historical Patowmack Canal…" as well as part of the C&O Canal on the Maryland shore (Act approved May 29, 1930 (46 Stat. 482), "Capital Hill Parks, Laws & Policies," www.nps.gov). However, the money for acquisition was yet some years away.

In the meantime, the Great Falls Power Company still owned the bulk of the historic Great Falls tract, still almost 750 acres, while the W&OD owned the 16-acre Great Falls Park. Fairfax County seized the railroad right-of-way in 1935 after the company failed to pay its taxes. The tracks were pulled up and the route became Old Dominion Drive **Great Falls & Old Dominion Railroad right-of-way (NR #55)**, then busy with automobiles filled with families on their way to the Great Falls Park.

It is not known who operated the quarry near Sandy Landing at Great Falls **Large Quarry (NR #63), Small Quarry (NR #66)**; in 1930 there were no quarry-related occupations listed in the Dranesville District of the census for Fairfax County; however, a 1930 map of the "Trails of the Potomac Valley" (Robert Shosteck, DC Wanderbirds Hiking Club) showed a relatively large quarry at that location. The earliest quarries on the Great Falls property were likely associated with canal construction. Later use of local stone came during the construction of the Falls Bridge Turnpike (Georgetown & Leesburg Turnpike) in the 1820s. In the 20th century, it was the road and the electric railroad beds that required a regular supply of stone.

In 1947, the Great Falls Power Company sold the 750-acre tract – not including the Park land – along with six adjoining parcels and four tracts in Maryland, to the Potomac Electric Power Company (PEPCO). The 16-acre Great Falls Park, then surrounded by PEPCO land, was sold to the Fairfax County Park Authority in 1952 following the final bankruptcy of the W&OD (FX DB 1039, p.289). Not wanting to work with the county government, Ralph Jackson dismantled the old G.A. Denzel Carousel and sold the animals at auction; a Stein & Goldstein Carousel replaced it by 1954 **Stein & Goldstein Carousel Site (NR #10)**. The loss of the old carousel was a blow, but perhaps more symbolic of the urgency to preserve what was left of the old Patowmack Canal was the demise of the old Dickey's Inn in 1950, the last of the Matildaville buildings still standing. The building was by then occupied by the Shiflett family. When it caught fire, recalled volunteer fireman Paul Cornwell, "By the time we got there everything was pretty well burned down." (GFHS interview with Paul Cornwell) In 1958, Fairfax County initiated a plan to condemn the Great Falls property still owned by PEPCO, to establish a county park.

The National Park Vision

The growth of the federal government through the Great Depression and World War II had a dramatic impact on the population and landscape of Fairfax County around Great Falls. As more government programs created more government jobs, people were looking outside of the city to live. The Federal Housing Authority (FHA) helped drive the growth of suburban tract development and the automobile made the commute to Washington from Virginia affordable. From 1930 to 1940, the population of Fairfax County grew from 25,000 to 41,000 people, and by 1950 had reached nearly 100,000. With such rapid growth in the area, the idea of preserving the history and wild scenery of the Great Falls Glade as a National Park, which started in the 1920s, was becoming an urgent need.

In 1951, the new president of PEPCO, R. Roy Dunn, had signaled that his vision for the Great Falls property was on the side of preservation. He "realized the historical significance of the land and determined to preserve the property until the time came when it could be transferred to the United States," reportedly turning down "many lucrative offers for the land from private developers." (*Pepconian*, January 1967: 6) Fairfax County had also committed itself to the concept of public open space with the purchase of the 16-acre amusement park land in 1952. Perhaps the most public statement in favor of scenic and historic preservation came in 1954 when Supreme Court Justice William O. Douglas walked the 186-mile length of the C&O Canal to promote its inherent value as a historic and scenic park rather than as a parkway (Durham 1957: 5).

The actions of R. Roy Dunn, Justice Douglas, and Fairfax County in the early years of the 1950s formed a platform on which the preservation of Great Falls would be constructed. On March 25th, 1960, Secretary of the Interior Fred A. Seaton and R. Roy Dunn, President of PEPCO, signed a Memorandum

of Agreement "Relating to Leasing Great Falls Property." ("Organization…," Volume, Part 10, Chapter 13, Section 1.16, pp. a-j, GWMP, Cultural Resource Manager Office, vertical files.) The 50-year lease, with an option to buy, was the first step in the official transfer of the property to the federal government, later known as "The Great Land Swap." (*Pepconian*, January 1967: 4) In exchange for a 385-acre property known as the "Blue Ponds" in Prince George's County, Maryland, PEPCO conveyed to the U.S. government the 790-acre Great Falls property "within the boundaries of the George Washington Memorial Parkway." ("Organization…," page a, GWMP, Cultural Resource Manager Office, vertical files) The agreement cited specifically the location of the Patowmack Company canal and locks on the property, their association with George Washington, and "Whereas, through this business venture Washington was influential in having included in the Constitution of the United States the principle that all inter-state commerce, including river traffic, should be under one federal sovereignty." (Ibid, page b) These historical links were given as the reasoning for the transfer, based on "the Act of August 21, 1935 (49 Stat. 666, 16 U.S.C., §461), the Congress of the United States has declared that it is a national policy 'to preserve for public use historic sites, buildings and objects of national significance for the inspiration and benefit of the people of the United States.'" (Ibid)

The lease agreement served until Congress appropriated the funds to fully purchase the land. On November 17, 1966, the official "land swap" occurred in which the U.S.A. paid $975,000 for Great Falls in addition to giving the Blue Ponds property to PEPCO (FX DB 2848, p. 137). Within a month, the Fairfax County Park Authority donated their 16 acres to the NPS, in exchange for the right to operate the parking facilities until they collected $600,000 (FX DB 2848, p. 146).

With this final purchase, Great Falls Park was fully under the protection of the National Park Service (NPS) within the administration of the George Washington Memorial Parkway. After more than 150 years of abandonment, decay, and use as an amusement park, the remnants of Washington's Patowmack Canal and the cultural landscape that had grown around it, would be preserved. Time, floods, and man obscured much of the canal bed. A plat and description of the 16-acre amusement park land in the 1952/53 deed to Fairfax County points out that the porch of a building – the Great Falls Inn – stood directly within the canal bed along the line of survey monuments 51-53. The canal basin and Matildaville ruins were overgrown; and with the 1956 destruction of the old Dickey's Inn by fire, the last standing building was gone. Fortunately in 1956 the NPS established a program to reinvigorate the parks, to modernize facilities, to make them more accessible to visitors while at the same time improving interpretation and preservation of scenic and historic landscapes.

Newton Drury, then director of the NPS, described the parks in 1949 as "victims of the war." The parks were likewise becoming victims of their own popularity. The economic growth of the American family beginning in the 1950s and their devotion to the automobile, threatened the long-neglected roads and facilities (Allaback 2000: Intro. "The Origins of Mission 66"). No additional funding for parks was

forthcoming; however, and in 1955, the new director of the NPS, Conrad Wirth, "…conceived of a comprehensive program to launch the Park Service into the modern age," the idea being to ask Congress for a 10-year appropriation rather than year-to-year, "thereby ensuring money for building projects that might last many years." (Allaback 2000: Intro. "The Origins of Mission 66")

Dubbed Mission 66 for its ten-year mission to "elevate the parks to modern standards of comfort and efficiency," it was intended to be completed in 1966, the year of the 50th anniversary of the NPS. Much needed projects covered a wide range: "repair and build roads, bridges and trails, hire additional employees, construct new facilities ranging from campsites to administration buildings, improve employee housing, and obtain land for future parks." A survey of visitors to parks in 1955 found the second most important improvement – the first being "more facilities for sleeping" – was for "more information about the sights to be seen, plaques, printed material, guide maps, lectures, etc." The "kinds of interpretive service," notes Allaback, "gathered together in future visitor centers." (Allaback 2000: Intro. "The Origins of Mission 66")

Future visitor centers designed to enhance the visitor experience by providing more information and services became the centerpiece of Mission 66. Perhaps the most significant aspect of the Mission 66 program was the leap from "Park Service Rustic" architecture to the "Park Service Modern" interpretation of the International style of the 1950s and 1960s. The modern buildings designed for the parks were generally low to the ground with horizontal lines emphasized, using textured concrete, steel, and glass rather than the stone and log constructions of the past. "Mission 66 buildings" notes Allaback, "were intended to blend into the landscape, but through their plainness rather than by identification with natural features." (Allaback 2000: Intro. "Modern Architecture in the Parks") Thus the NPS Mission 66 Visitor Center was born along with the other visitor service facilities designed in the same style, such as administrative, maintenance, and residential buildings necessary for the modern National Park.

Planning for the visitor center at Great Falls Park began late in the Mission 66 decade but adhered to the vision in every way. Designed in 1965 by Washington D.C. architect Kent Cooper, who served as the project architect for the Dulles Airport terminal after the death of Eero Saarinen, it was thoroughly modern while at the same time reflected the historic nature of the park. *The Washington Post* reviewed the planned building in December 1966:

> The National Park Service will build a modern, visitors' center, complete with refreshment concessions, a movie and lecture auditorium and educational exhibits at Great Falls on the Virginia side…the building promises to be the most handsome and certainly the most modern the Park Service has commissioned in this area.
>
> …Confronted with the need for 11,500 square feet to house all the desired facilities, Cooper broke down what would have been disturbing bulk into essentially two buildings connected by a covered passage.

> Both are utterly simple elongated shelters, restrained yet pleasing in form and proportion.
>
> They will be built of rough textured concrete blocks of the same color as the stone locks in the nearby Potowmack Canal, now largely in ruins…
>
> Cooper calls the center a "through facility," because he placed it between the new parking lot and the overlook.
>
> Visitors will enter the building up one ramp, past an information desk to view nature and historic exhibits. From there they will move along to a 143-seat auditorium, where films on the Potomac Valley will be shown at regular intervals. They will exit down a second ramp a few steps away from the overlook. (*The Washington Post*, Dec. 29, 1966)

The **Great Falls Visitor Center (NR #1)** operates today (2008) exactly as reported in 1966. In a recent interview, Kent Cooper noted the imagery of canal boats for the two halves of the visitors center, "The ramps leading to the building are suggestive of the changes in elevation as one would approach a lock, and the splitting of pedestrian circulation at the top of the ramp to left doors and right doors was reminiscent of walking along the 'gunwales'/edges of a canal boat…." (Matt Virta, personal communication 2007)

The new visitor center at Great Falls was not without controversy. Like many Mission 66 buildings, the modern design was objected to by traditionalists and conservationists who felt the Park Rustic buildings of the past were more appropriate to the preservation of the natural or historic environment in which the buildings stood. Just one month after the glowing review of the Great Falls Visitor Center, a January 23, 1967 *Washington Post* article announced, "Pair Raps Center at Great Falls":

> Two Great Falls, Va., residents are mounting a campaign against the construction of a visitor's center on the Virginia side of the 76-foot Great Falls…They say it will impair the view of the Falls from the Maryland side.

And although the article noted that "neither objected to the construction of a center," one of the protesting parties also "objects to the modern design of the center…" (*The Washington Post*, Jan. 23, 1967)

The center construction continued through 1967 officially opening in 1968. Even as the NPS Mission 66 vision of a commitment to interpretation of historic and natural resources within the park became reality in the new visitor center, the recreation aspect of the old Great Falls Park remained intact. In June 1969, although the Great Falls Inn was then closed, the carousel was still operating and continued to run until 1972 when it was destroyed by the Potomac River flood brought on by Hurricane Agnes.

The year 1969 marked a turning point in the Great Falls Park, however, as the emphasis on the park landscape turned more toward historic preservation and conservation of the natural resources. On April 17, 1969, the upper section of the Potomac Gorge was renamed the Mather Gorge, in honor of Stephen T. Mather, first director of the NPS, who died in 1930, the year the George Washington Memorial Parkway, including Great Falls, was authorized by Congress **Mather Memorial Plaque (NR #70)**. Also in 1969, the American Society of Civil Engineers dedicated a plaque recognizing the canal and five locks at Great Falls as a National Historic Civil Engineering Landmark **National Historic Civil Engineering Landmark Plaque (NR #48),** and in 1983 the Patowmack Canal was designated a National Historic Landmark. Through the 1970s and 1980s, the canal and locks were listed on the National Register of Historic Places (1978-79) and recorded by the Historic American Engineering Record (HAER, 1982) as well as researched and investigated archeologically in order to determine the best way to interpret the remains – whether to simply stabilize, to restore, or to restore and rewater the canal and lock system. The building remains of Matildaville and the mills were also investigated. Over the years Locks 1 and 2 of the canal were stabilized and the stonework restored, and the remaining structures cleared of vegetation. Approximately 15 miles of walking and multiple-use trails were laid or improved.

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Geographical Data

UTM References
Datum (indicated on USGS map): NAD 1927

1. E303785, N4319660
2. E304755, N4319735
3. E304390, N4318409
4. E304785, N4318985
5. E305090, N4316580
6. E304800, N4316420
7. E304005, N4317360
8. E305140, N4318340
9. E306420, N4316240
10. E305770, N4315750
11. E305090, N4316580

Verbal Boundary Description

The Great Falls Park Historic District boundary is described by the boundaries of the National Park Service owned land at Great Falls Park Virginia in Fairfax County Deed Books 2875 p. 612; 2848, p. 137; 2848, p. 146; and 14782 p. 1624. The total acreage of 803.691 acres is referenced by Fairfax County Tax parcels 0132010035 (798.691) and 0084120003A1 (5), as shown on the attached map printed from the Fairfax County Government GIS Tax Data web site.

The park boundary is also depicted on the attached NPS 2004 George Washington Memorial Parkway Section 01-Segment 115 Map. The tracts now park of the park are numbered tracts: 115-004, 115-005, 115-006, and 115-007.

Boundary Justification

The Great Falls Park Historic District Boundary encompasses all lands currently owned by the National Park Service and documented in the National Capital Region Land Records as Great Falls Park. The bulk of these lands have historically remained as one large tract (400-500 acres) since as early as 1769. Adding edge parcels over the years, the Great Falls Manufacturing Company tract grew to over 798 acres in the late 19th century. With the most recent addition to the park's property in 2003, the total acreage is over 803 acres.

Attachments

- Photographs (40 images)
- Park Boundary Map (1 sheet)
- USGS Quadrangle Maps: Seneca, Vienna, and Falls Church (3 sheets)
- National Register Resource Map (1 map)
- Patowmack Canal Resource Maps [Details] (7 maps)
- Photo Views Map (1 map)
- NPS Park Tract Map (1 map)

Photographic Data

PROPERTY: Great Falls Park Historic District **VDHR FILE: #029-5639**
LOCATION: Fairfax County, Virginia
PHOTOGRAPHER: Paula Reed **DATE: 2006**
Negatives stored at National Park Service, Washington, D.C.

Photo 1 of 40
Visitor Center (NR#1), view NW

Photo 2 of 40
Visitor Center (NR#1), view NE

Photo 3 of 40
Upper Wing Dam, Canal Inlet (NR#25), view N

Photo 4 of 40
Upper Canal Wall and Bed of Canal (NR#31), view SE at Upper Guard Gate

Photo 5 of 40
Samuel Briggs Gristmill Site (NR#35), view E

Photo 6 of 40
Waste Weir-Spillway (NR#39), view E

Photo 7 of 40
Lower Canal Pathway Stones (NR#34), view N

Photo 8 of 40
Lower Canal Prism views (NR#34)

Photo 9 of 40
Collecting Basin Wall SE corner (NR#37), Sawmill Foundation, view N

Photo 10 of 40
Collecting Basin Wall, SE corner (NR#37), view SW

Photo 11 of 40
Alternate Canal Route (NR#38), SE End, view S Collecting Basin (NR#37)

Photo 12 of 40
Lock 1, view S (NR#41)

Photo 13 of 40
Lock 2, view NE (NR#42)

Photo 14 of 40
Canal Works (NR#46), East of Locks 2 & 3, view S

Photo 15 of 40
Canal Works (NR#46), East of Locks 2 & 3, Stone Ramp, View E

Photo 16 of 40
Canal Works, Higgs Hole (NR#46)

Photo 17 of 40
Canal segment between Locks 2 & 3 in the foreground, Lock 3 just visible beyond, view to SE (NR#43)

Photo 18 of 40
Upper gate at Lock 3. To the left (north) of the gate is the canal section between Locks 2 and 3. To the right (south) is Lock 3, view looking E. (NR#43)

Photo 19 of 40
View looking S at canal section between Locks 2 and 3 (left middle ground) and Lock 3 just beyond. (NR#43)

Photo 20 of 40
East Wall Detail, Middle Canal Long Wall (NR#32)

Photo 21 of 40
Lock 4: view NW from Lock 5 (NR#43)

Photo 22 of 40
View of Locks 4 and 5, looking SE from Lock 3. (NR#43)

Photo 23 of 40
Lock 5 cut and Lower Mouth of Canal, view SE (NR#34)

Photo 24 of 40
Civil Engineering Landmark Plaque (NR#48)

Photo 25 of 40
Ringbolt of the Base of Cliff near Lock 5 cut (NR#47)

Photo 26 of 40
Superintendent's House, view N (NR#18)

Photo 27 of 40
Superintendent's House, corner detail, view NW (NR#18)

Photo 28 of 40
Springhouse, view NW (NR#16)

Photo 29 of 40
Springhouse detail, view NW (NR#16)

Photo 30 of 40
Worker's Barracks Brick Wall (NR#22)

Photo 31 of 40
Matildaville Cemetery, view NW (NR#23)

Photo 32 of 40
Carriage Road (NR#50) at Intersection with Ridge Trail, view N

Photo 33 of 40
Matildaville Trail (NR#52) through the Big Quarry (NR#63), view SE

Photo 34 of 40
Ridge Trail near intersection with Difficult Run Trail, view S

Photo 35 of 40
Ridge Trail (NR#51) west of Dominion Drive, view W

Photo 36 of 40
Difficult Run Petroglyph #1 (NR#67)

Photo 37 of 40
Difficult Run, Petroglyph #2 (NR#67)

Photo 38 of 40
Difficult Run, Petroglyph #3 (NR#67)

Photo 39 of 40
Towlston Mill Site, Road Trace, View S (NR#68)

Photo 40 of 40
Towlston Mill Site, brick fall, view E (NR#68)

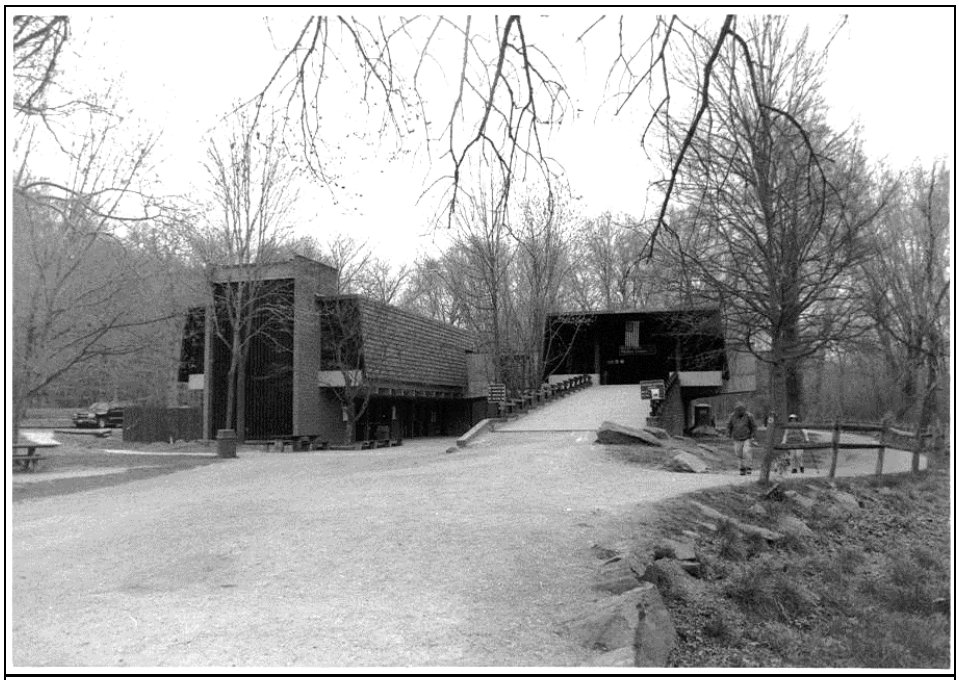

Photo 1 of 40
Visitor Center (NR#1), view NW

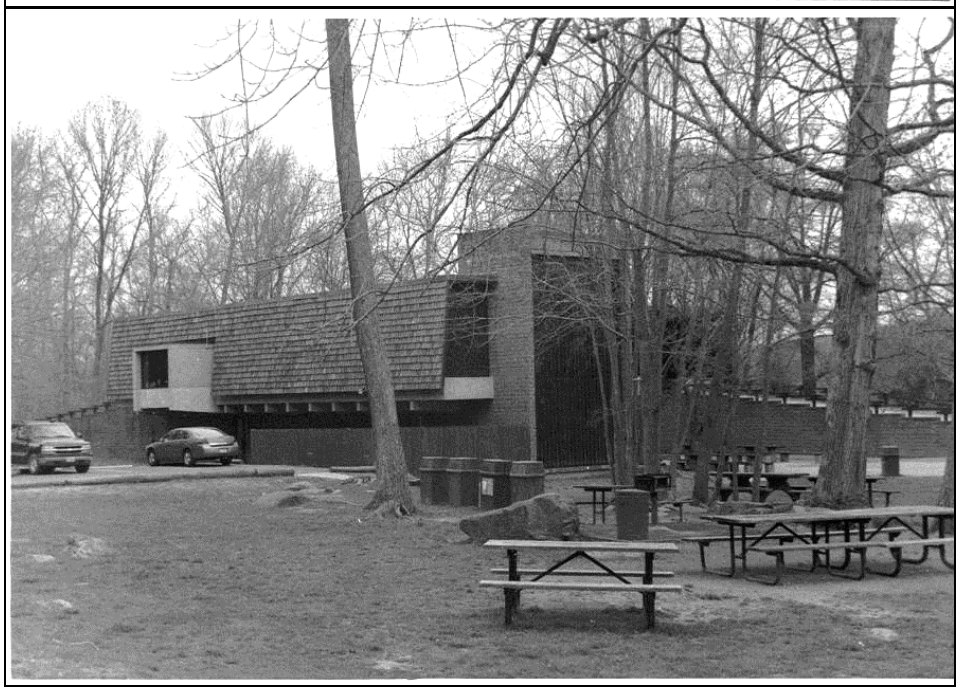

Photo 2 of 40
Visitor Center (NR#1), view NE

Photo
3 of 40
Upper Wing Dam, Canal Inlet (NR#25), view N

Photo 4 of 40
Upper Canal Wall and Bed of Canal (NR#31), view SE at Upper Guard Gate

Photo 5 of 40
Samuel Briggs Gristmill Site (NR#35), view E

Photo 6 of 40
Waste Weir-Spillway (NR#39), view E

Photo 7 of 40
Lower Canal Pathway Stones (NR#34), view N

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Lower Canal Prism views (NR#34)

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Sawmill Foundation, view N

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Collecting Basin Wall, SE corner (NR#37), view SW

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Alternate Canal Route (NR#38), SE End, view S Collecting Basin (NR#37)

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Lock 1, view S (NR#41)

Photo 13 of 40
Lock 2, view NE (NR#42)

Photo 14 of 40
Canal Works (NR#46), East of Locks 2 & 3, view S

Photo 15 of 40
Canal Works (NR#46), East of Locks 2 & 3, Stone Ramp, View E

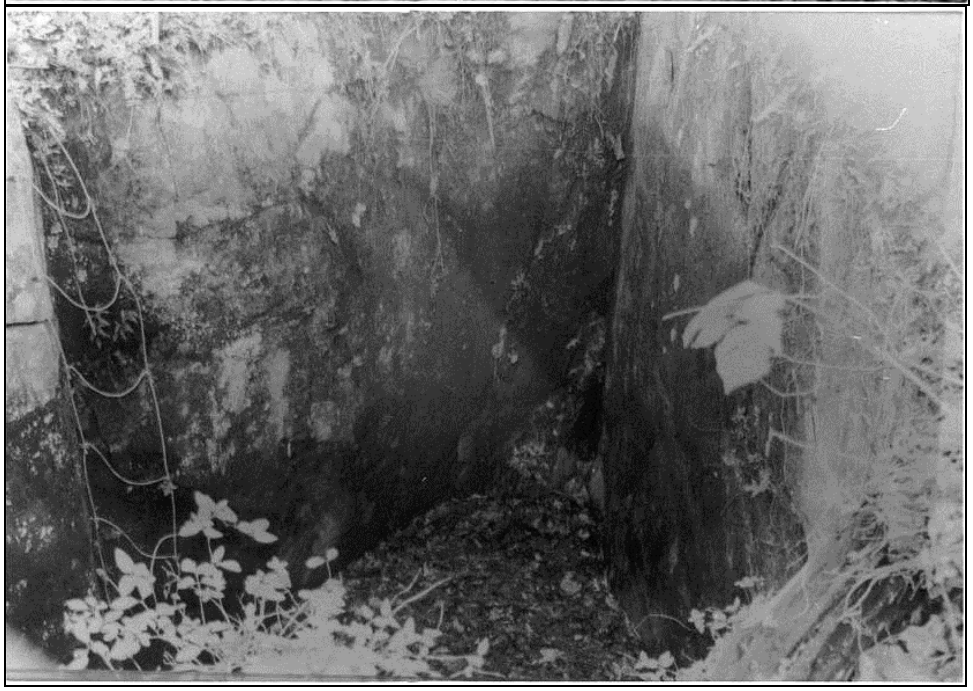

Photo 16 of 40
Canal Works, Higgs Hole (NR#46)

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Photo 18 of 40
Upper gate at Lock 3. To the left (north) of the gate is the canal section between Locks 2 and 3. To the right (south) is Lock 3, view looking E. (NR#43)

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View looking S at canal section between Locks 2 and 3 (left middle ground) and Lock 3 just beyond. (NR#43)

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Photo 28 of 40
Springhouse, view NW (NR#16)

Photo 29 of 40
Springhouse detail, view NW (NR#16)

Photo 30 of 40
Detail of Worker's Barracks brick fall
(NR#22)

Photo 31 of 40
Matildaville Cemetery, view NW
(NR#23)

Photo 32 of 40
Carriage Road (NR#50) at Intersection with Ridge Trail, view N

Photo 33 of 40
Matildaville Trail (NR#52) through the Big Quarry (NR#63), view SE

Photo 34 of 40
Ridge Trail near intersection with Difficult Run Trail, view S

Photo 35 of 40
Ridge Trail (NR#51) west of Dominion Drive, view W

Photo 36 of 40
Difficult Run Petroglyph #1 (NR#67)

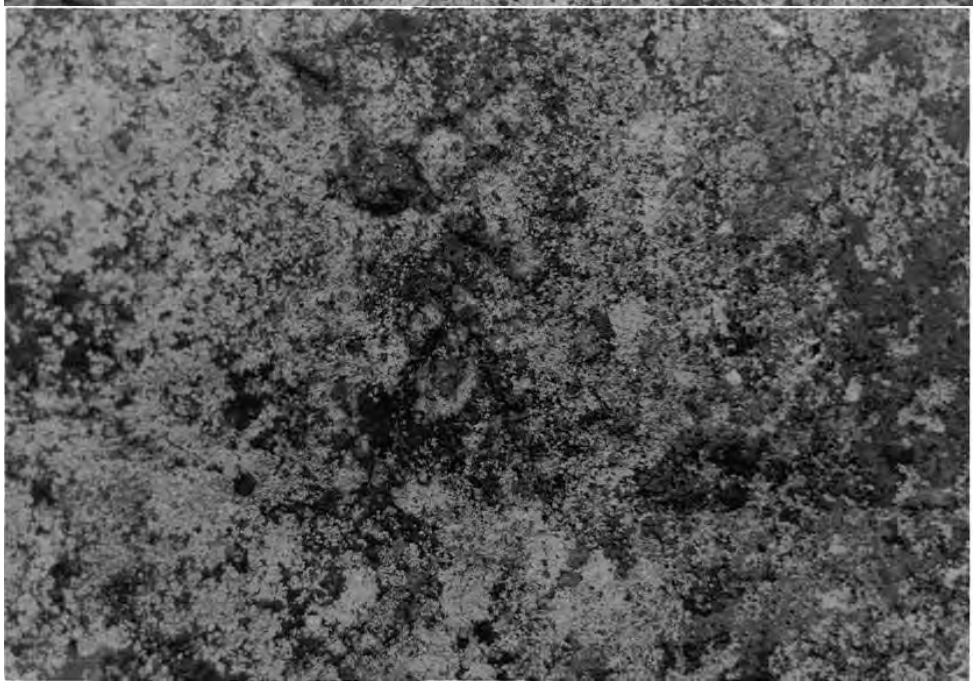


Photo 37 of 40
Difficult Run, Petroglyph #2 (NR#67)

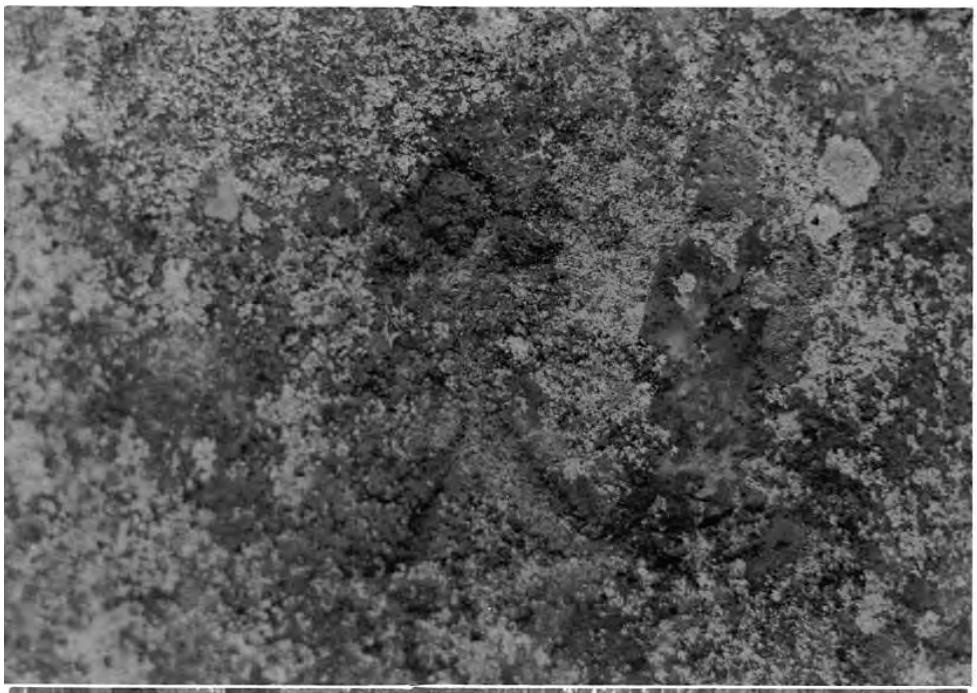
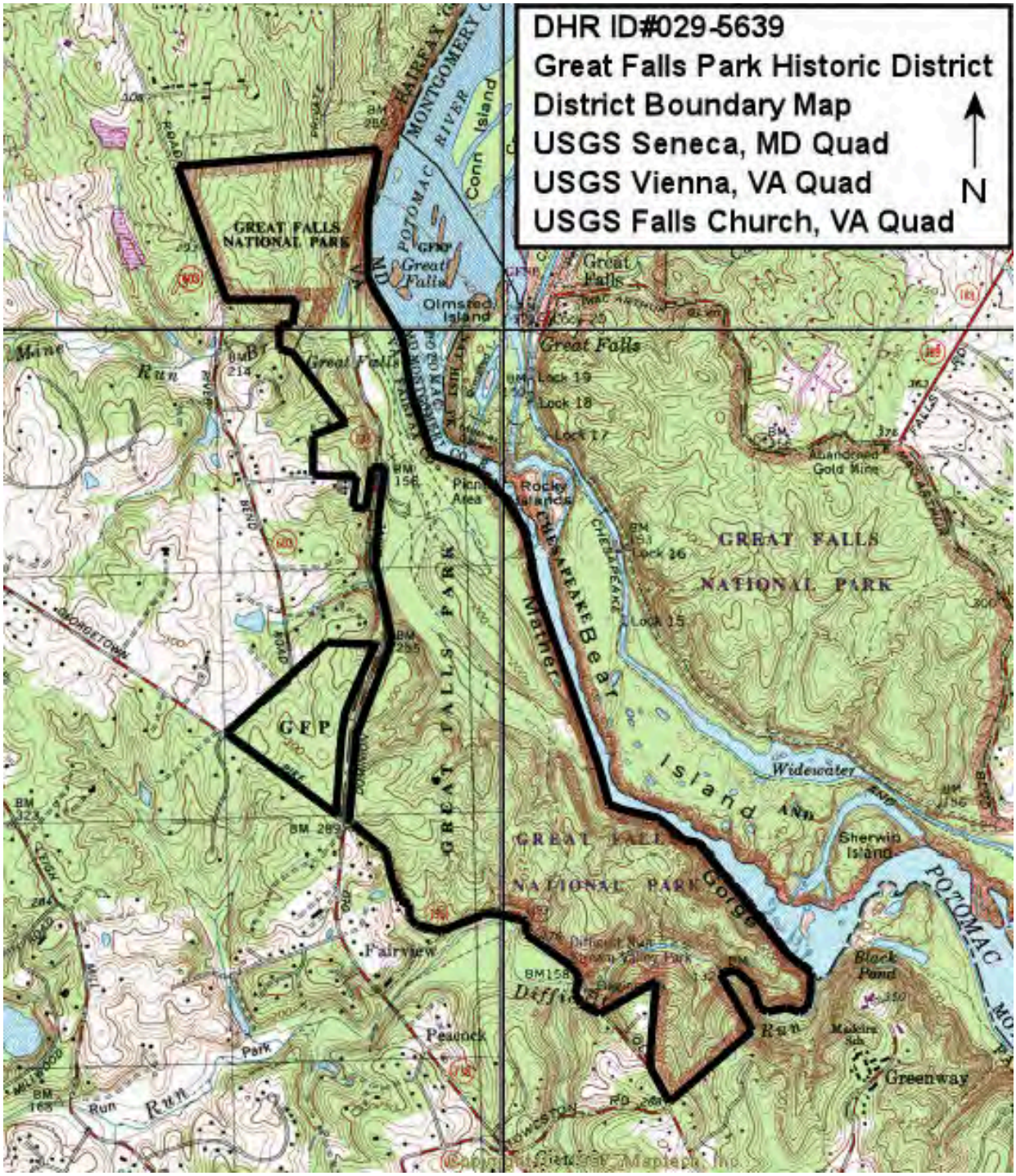
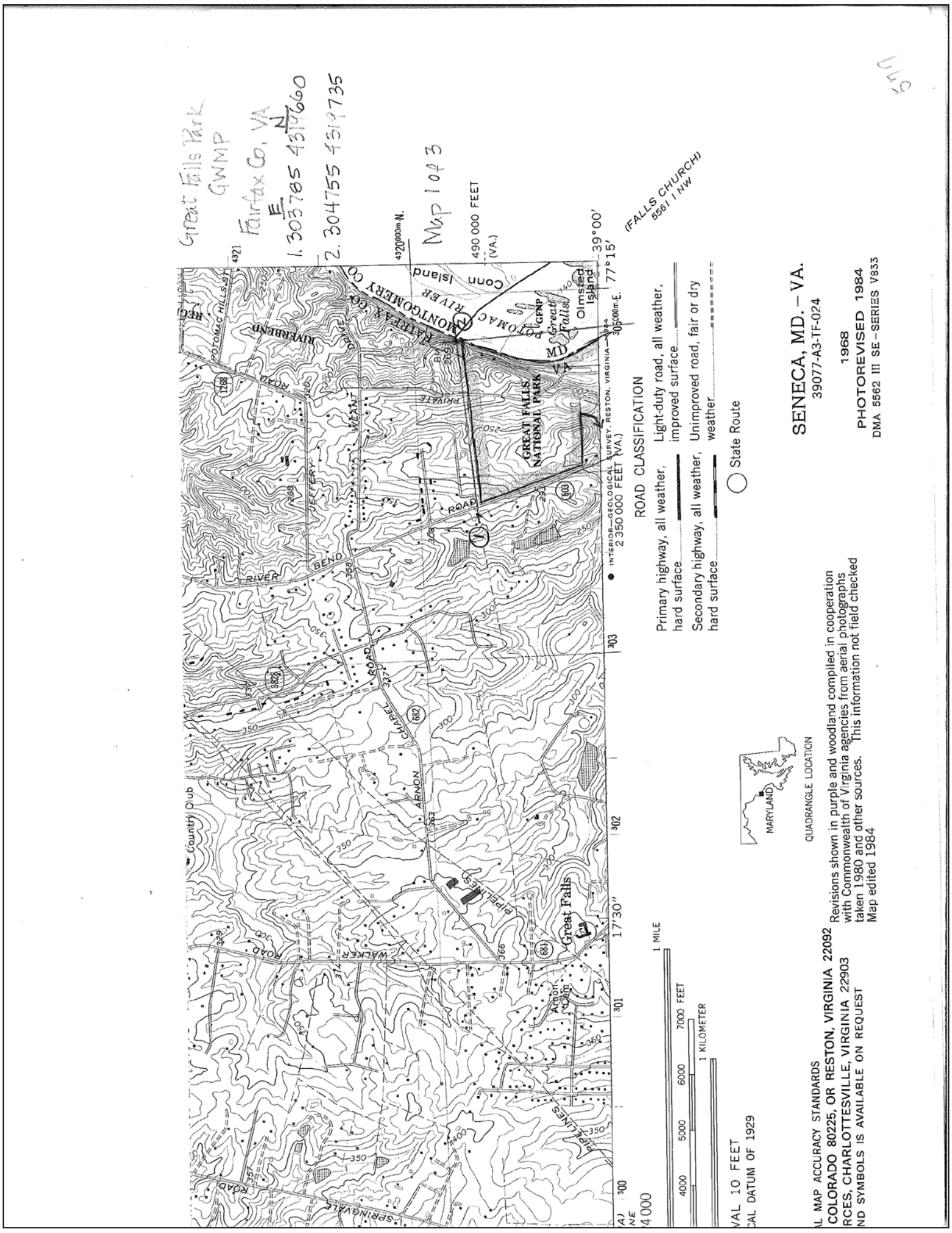


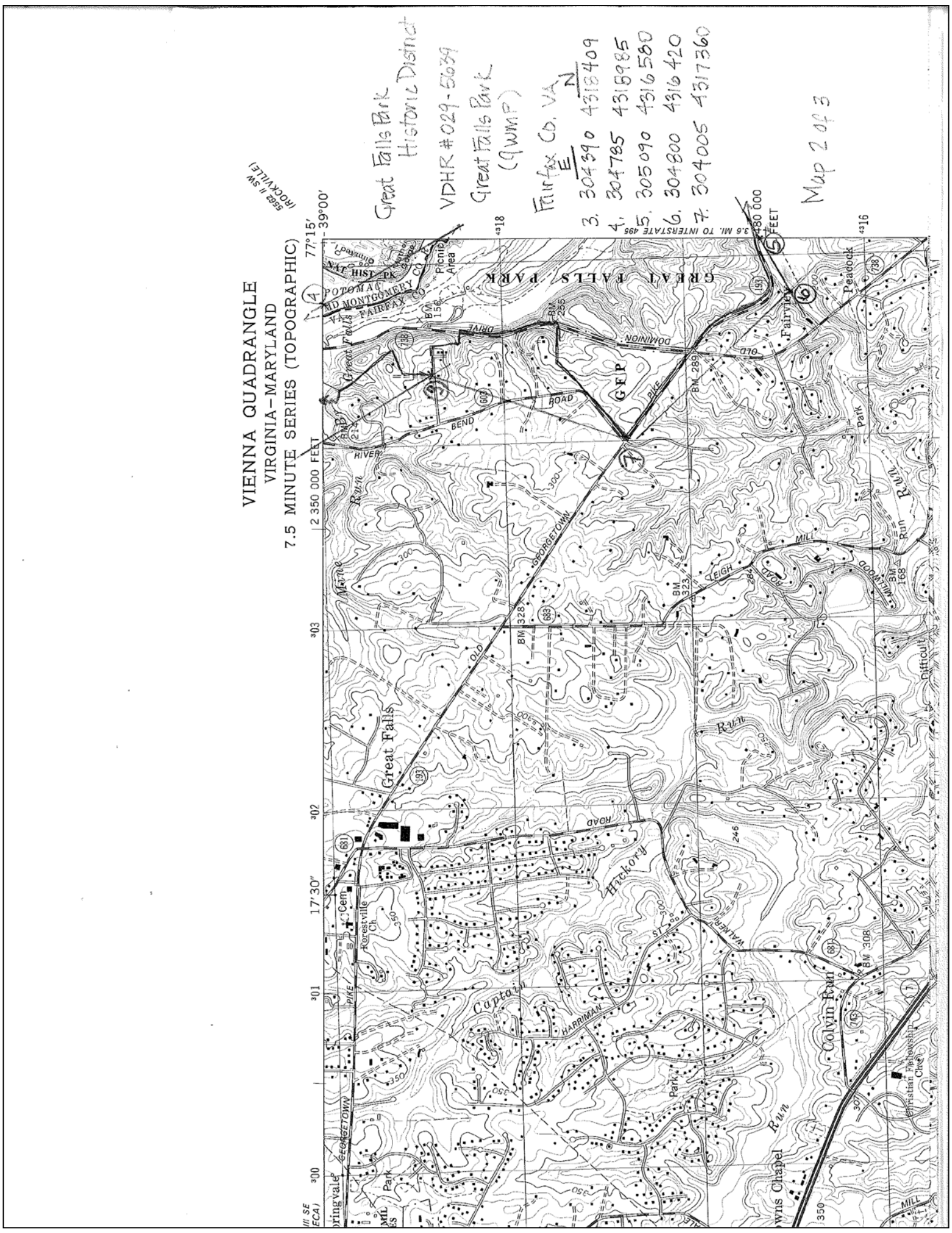
Photo 38 of 40
Difficult Run, Petroglyph #3 (NR#67)

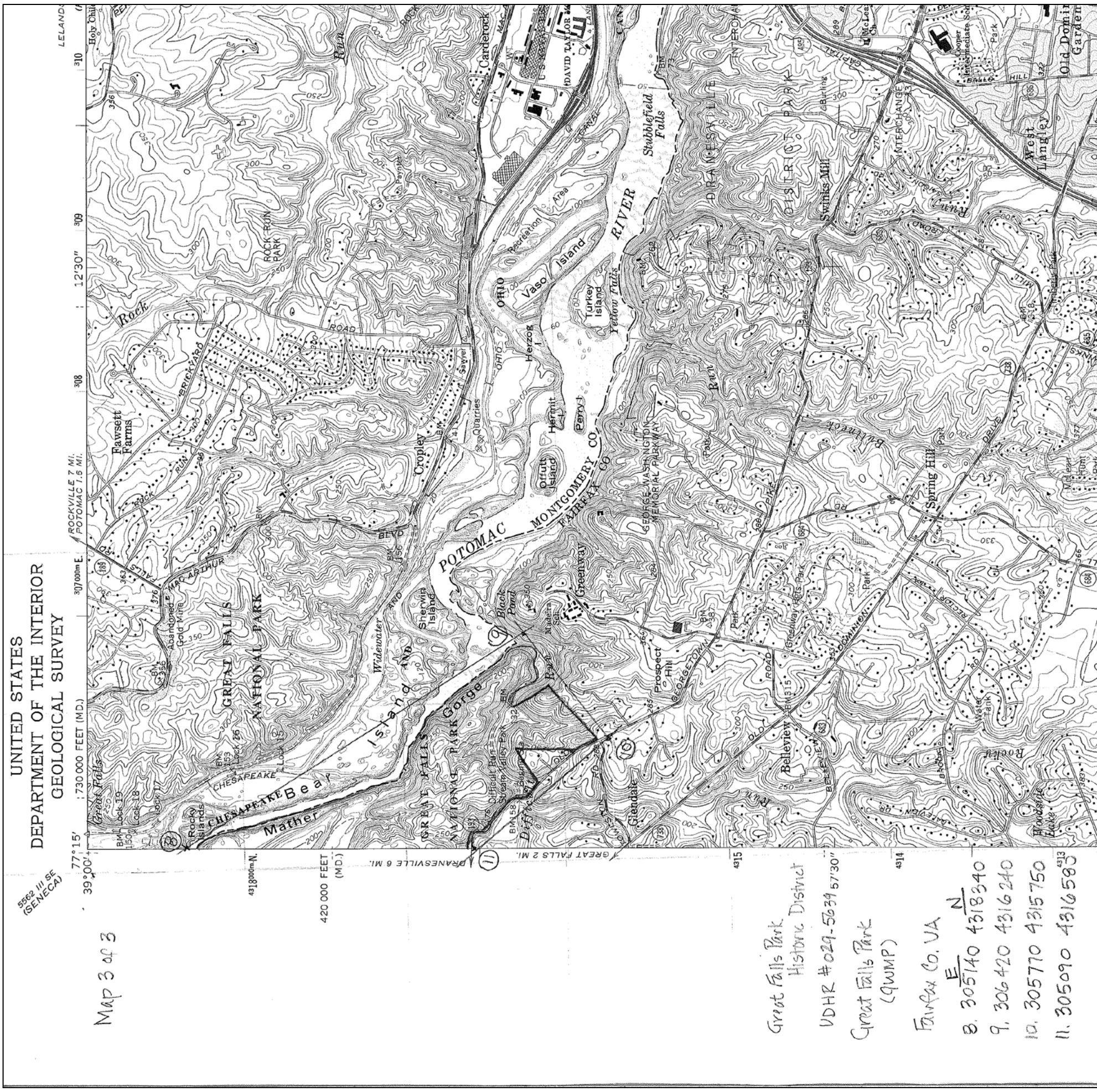
Photo 39 of 40
Towlston Mill Site, Road Trace, View S
(NR#68)

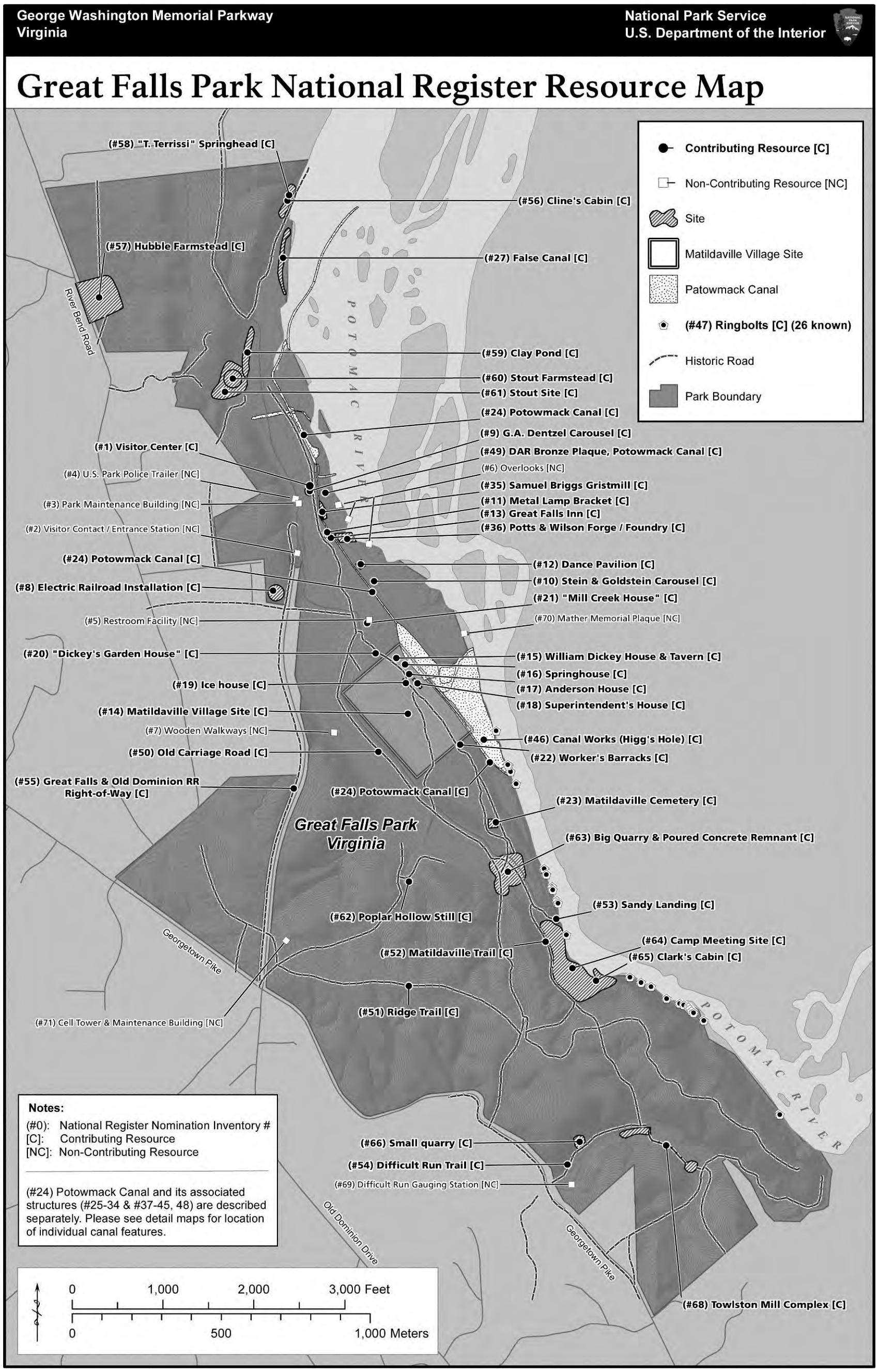
Photo 40 of 40
Towlston Mill Site, brick fall, view E
(NR#68)

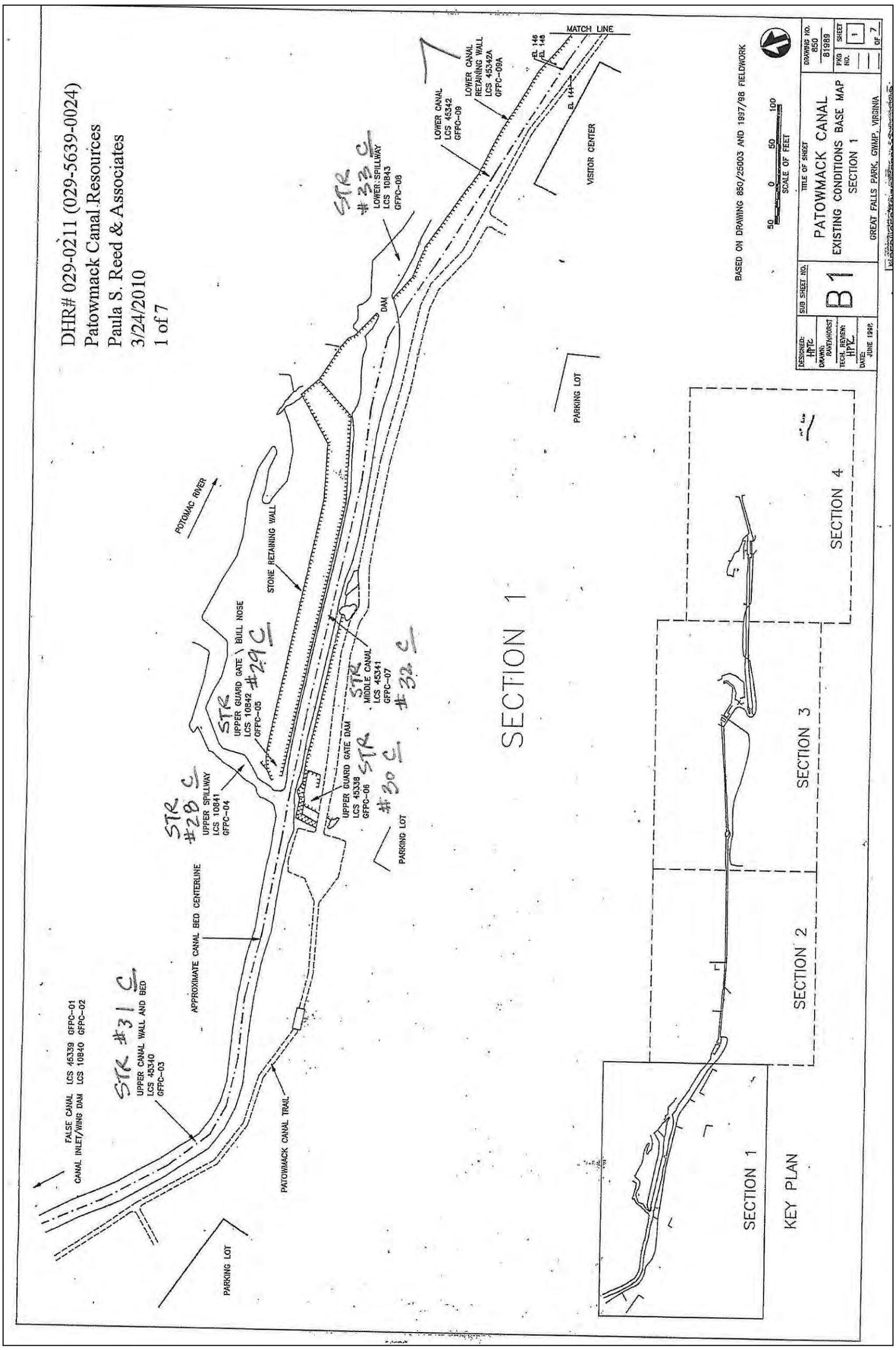

DHR ID#029-5639
Great Falls Park Historic District
District Boundary Map
USGS Seneca, MD Quad
USGS Vienna, VA Quad
USGS Falls Church, VA Quad
N
GREAT FALLS NATIONAL PARK
POTOMAC RIVER
Great Falls
Olmsted Island
Conn Island
Lock 19
Lock 18
Lock 17
Lock 16
Lock 15
Rocky Islands
Picnic Area
Abandoned Gold Mine
GREAT FALLS NATIONAL PARK
Mather Island
Widewater
Sherwin Island
Gorge
Black Pond
Greenway
Fairview
Peacock
GFP
GREAT FALLS PARK
Run
Mine
Park

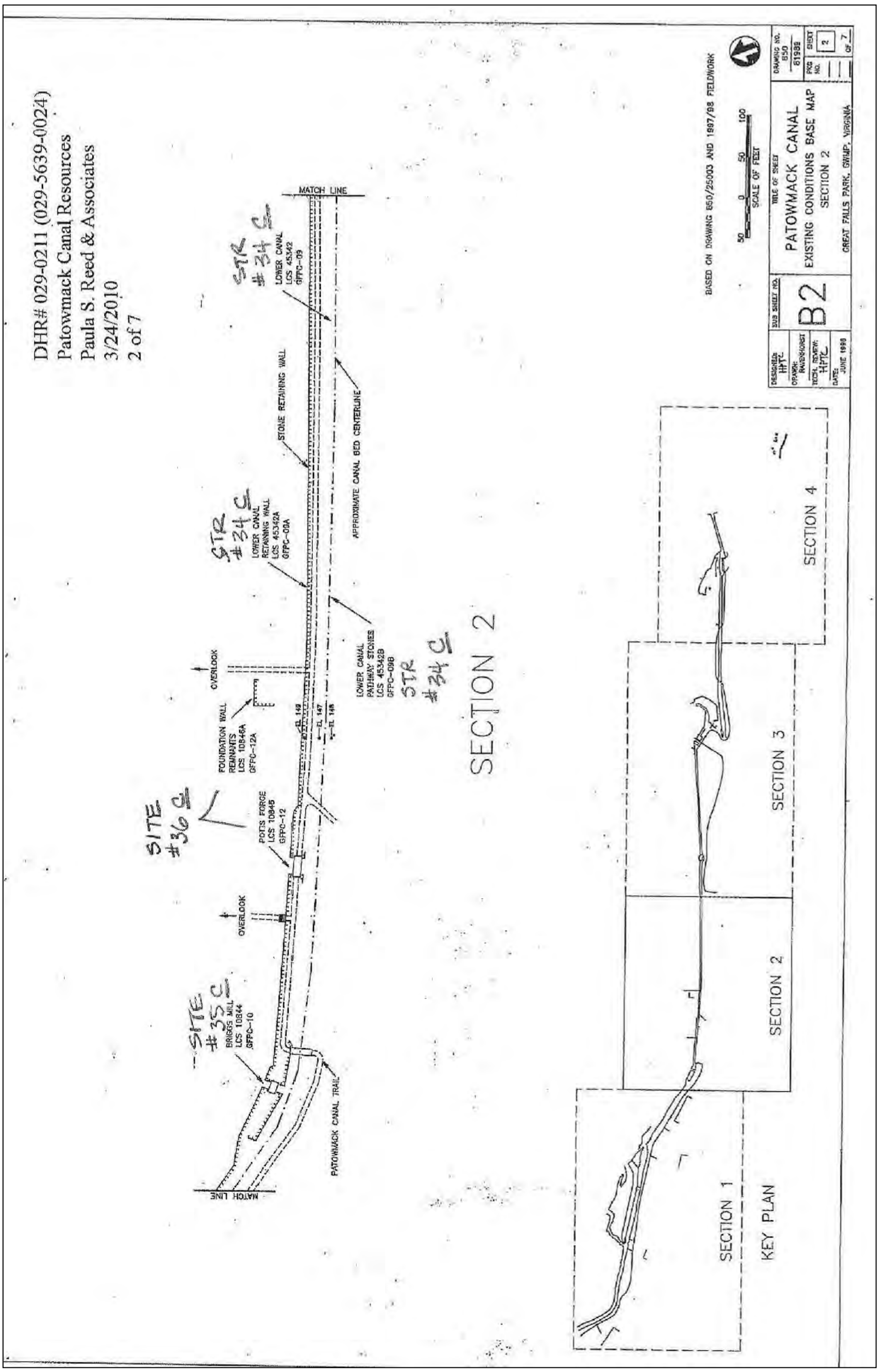

Great Falls Park
GWMP
Fairfax Co, VA
E
1. 303785 4310660
N
2. 304755 4319735
Map 1 of 3
SENECA, MD. – VA.
39077-A3-TF-024
1968
PHOTOREVISED 1984
DMA 5562 III SE – SERIES V833
ROAD CLASSIFICATION
Light-duty road, all weather, improved surface
Primary highway, all weather, hard surface
Unimproved road, fair or dry weather
Secondary highway, all weather, hard surface
State Route
QUADRANGLE LOCATION
MARYLAND
Revisions shown in purple and woodland compiled in cooperation with Commonwealth of Virginia agencies from aerial photographs taken 1980 and other sources. This information not field checked
Map edited 1984
GREAT FALLS NATIONAL PARK
Great Falls
Olmsted Island
Conn Island
POTOMAC RIVER
MONTGOMERY CO
FAIRFAX CO
MD
VA
(FALLS CHURCH)
5561 I NW
39°00′
77°15′
490 000 FEET (VA.)
4320000m.N.
300000m.E.
INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA
2 350 000 FEET (VA.)
1 MILE
7000 FEET
6000
5000
4000
1 KILOMETER
VAL 10 FEET
CAL DATUM OF 1929
L MAP ACCURACY STANDARDS
COLORADO 80225, OR RESTON, VIRGINIA 22092
RCES, CHARLOTTESVILLE, VIRGINIA 22903
ND SYMBOLS IS AVAILABLE ON REQUEST


VIENNA QUADRANGLE
VIRGINIA-MARYLAND
7.5 MINUTE SERIES (TOPOGRAPHIC)
Great Falls Park
Historic District
VDHR #029-5039
Great Falls Park
(QWMP)
Fairfax Co. VA
E N
3. 304390 4318409
4. 304785 4315985
5. 305090 4316580
6. 304800 4316420
7. 304005 4317360
Map 2 of 3
GREAT FALLS PARK
GFP
Great Falls
Hickory
Run
Colvin Run
Peacock
Difficult
Forestville
Springvale
Downs Chapel
Park
Cem
Picnic Area
Fairview
OLD
GEORGETOWN
PIKE
ROAD
BEND
RIVER
DRIVE
DOMINION
MILL
WALKER
HARRIMAN
POTOMAC
MD MONTGOMERY CO
VA FAIRFAX CO
NAT HIST PK
3.6 MI. TO INTERSTATE 495
2 350 000 FEET
2 360 000 FEET
77°15'
39°00'
17'30"
5568 II SW
(ROCKVILLE)
III SE
(ECA)

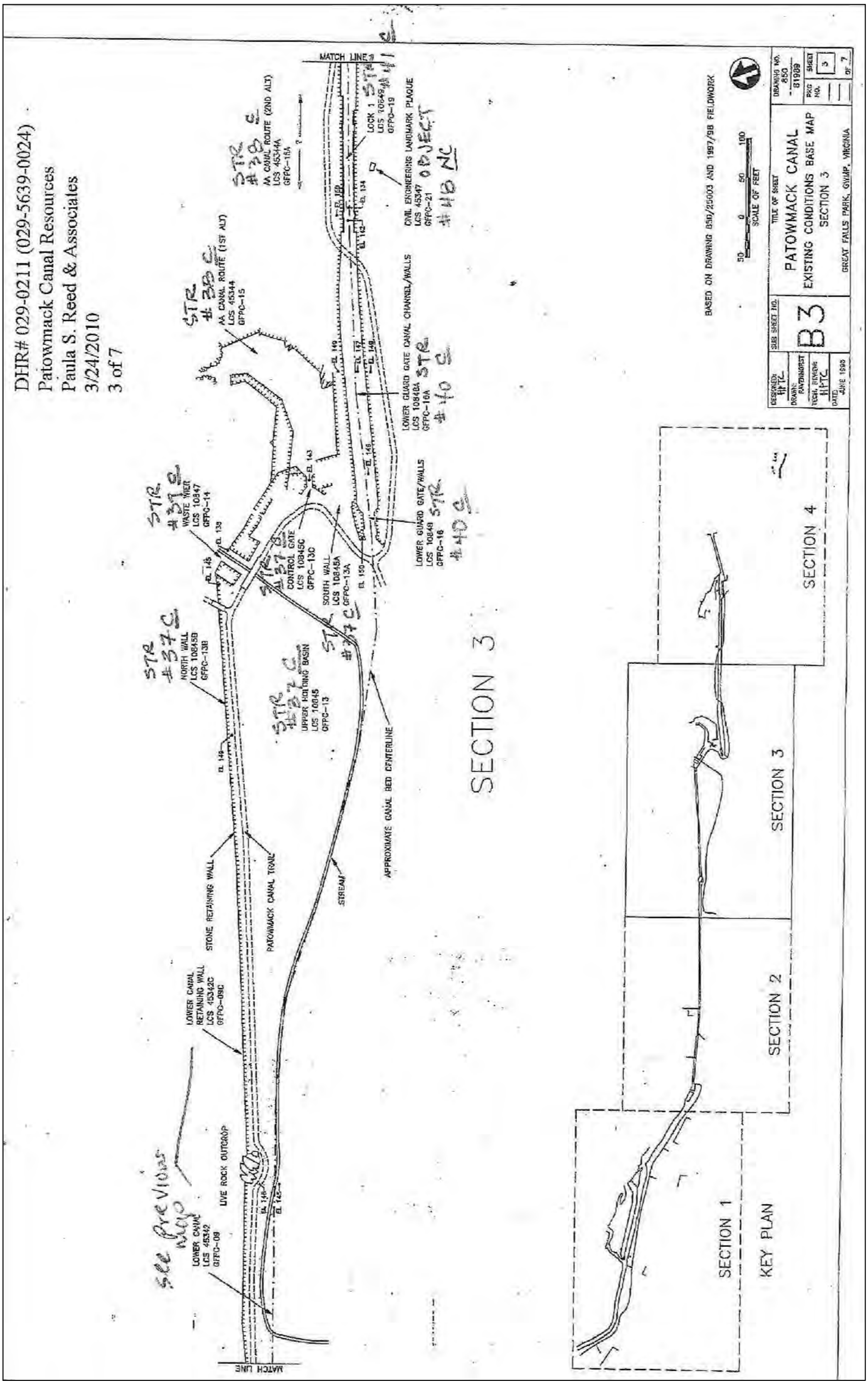

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY
5562 III SE (SENECA)
77°15'
39°00'
12'30"
730 000 FEET (MD.)
420 000 FEET (MD.)
ROCKVILLE 7 MI.
POTOMAC 1.6 MI.
GREAT FALLS 2 MI.
DRANESVILLE 6 MI.
POTOMAC
MONTGOMERY CO.
FAIRFAX CO.
GREAT FALLS NATIONAL PARK
Great Falls
Rocky Islands
Mather
Bear Island
Widewater
Sherwin Island
Cropley
Hermit
Offutt Island
Turkey Island
Vaso Island
Yellow Falls
Stubblefield Falls
Swinks Mill
Carderock
Fawsett Farms
Glendale
Belleview
Prospect Hill
Spring Hill
West Langley
Old Dominion Garden
Great Falls Park Historic District
VDHR #029-5639 57'30"
Great Falls Park (QUMP)
Fairfax Co. VA
8. 305140 4318340
9. 306420 4316240
10. 305770 4315750
11. 305090 4316580
Map 3 of 3

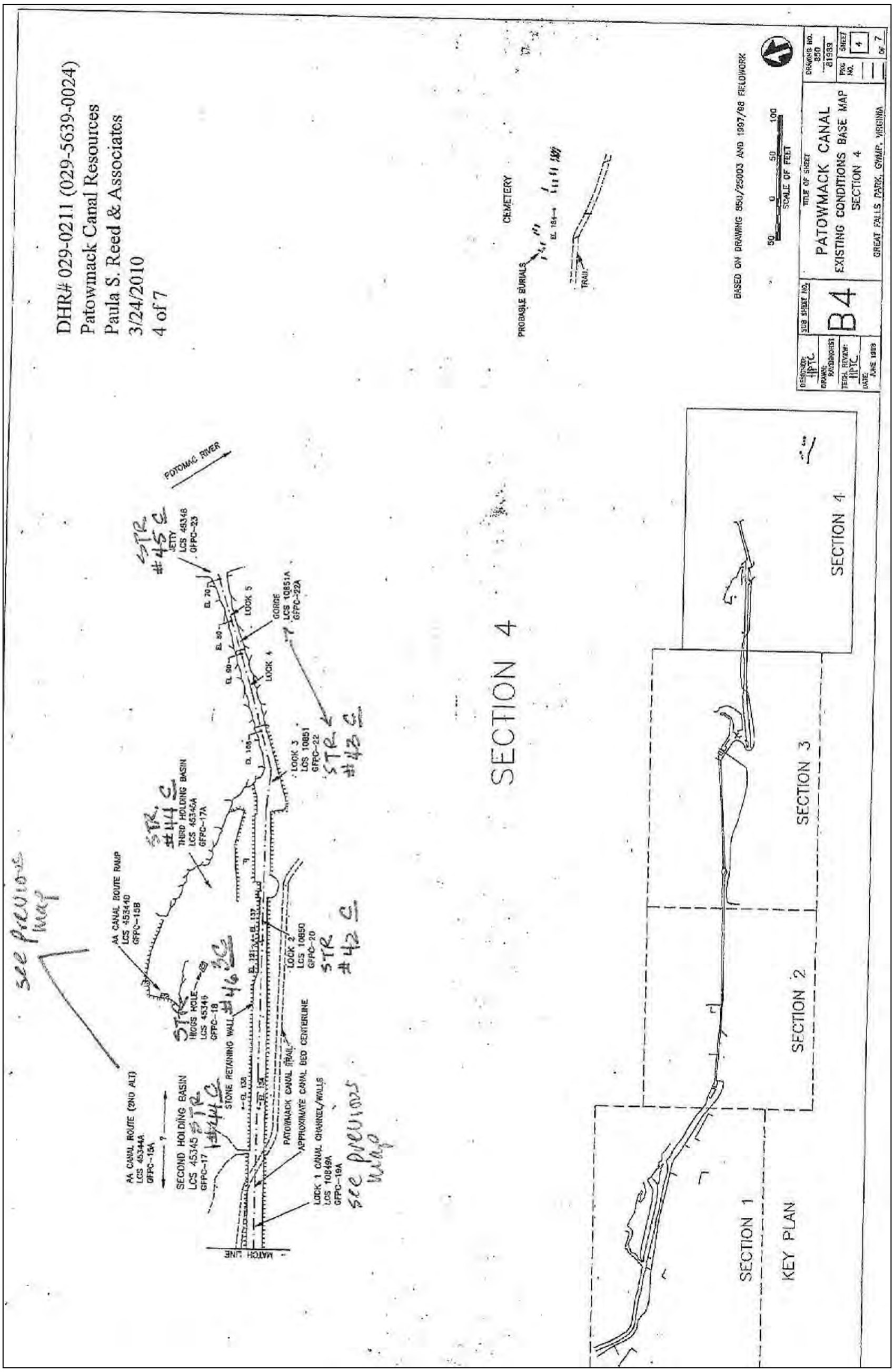

George Washington Memorial Parkway
Virginia
National Park Service
U.S. Department of the Interior
Great Falls Park National Register Resource Map
Contributing Resource [C]
Non-Contributing Resource [NC]
Site
Matildaville Village Site
Patowmack Canal
(#47) Ringbolts [C] (26 known)
Historic Road
Park Boundary
(#58) "T. Terrissi" Springhead [C]
(#56) Cline's Cabin [C]
(#57) Hubble Farmstead [C]
(#27) False Canal [C]
River Bend Road
POTOMAC RIVER
(#59) Clay Pond [C]
(#60) Stout Farmstead [C]
(#61) Stout Site [C]
(#24) Potowmack Canal [C]
(#9) G.A. Dentzel Carousel [C]
(#49) DAR Bronze Plaque, Potowmack Canal [C]
(#1) Visitor Center [C]
(#6) Overlooks [NC]
(#4) U.S. Park Police Trailer [NC]
(#35) Samuel Briggs Gristmill [C]
(#3) Park Maintenance Building [NC]
(#11) Metal Lamp Bracket [C]
(#13) Great Falls Inn [C]
(#2) Visitor Contact / Entrance Station [NC]
(#36) Potts & Wilson Forge / Foundry [C]
(#24) Potowmack Canal [C]
(#12) Dance Pavilion [C]
(#8) Electric Railroad Installation [C]
(#10) Stein & Goldstein Carousel [C]
(#21) "Mill Creek House" [C]
(#5) Restroom Facility [NC]
(#70) Mather Memorial Plaque [NC]
(#20) "Dickey's Garden House" [C]
(#15) William Dickey House & Tavern [C]
(#16) Springhouse [C]
(#19) Ice house [C]
(#17) Anderson House [C]
(#18) Superintendent's House [C]
(#14) Matildaville Village Site [C]
(#7) Wooden Walkways [NC]
(#46) Canal Works (Higg's Hole) [C]
(#50) Old Carriage Road [C]
(#22) Worker's Barracks [C]
(#55) Great Falls & Old Dominion RR Right-of-Way [C]
(#24) Potowmack Canal [C]
(#23) Matildaville Cemetery [C]
Great Falls Park
Virginia
(#63) Big Quarry & Poured Concrete Remnant [C]
(#53) Sandy Landing [C]
(#62) Poplar Hollow Still [C]
(#64) Camp Meeting Site [C]
(#52) Matildaville Trail [C]
(#65) Clark's Cabin [C]
Georgetown Pike
(#51) Ridge Trail [C]
(#71) Cell Tower & Maintenance Building [NC]
POTOMAC RIVER
Notes:
(#0): National Register Nomination Inventory #
[C]: Contributing Resource
[NC]: Non-Contributing Resource
(#24) Potowmack Canal and its associated structures (#25-34 & #37-45, 48) are described separately. Please see detail maps for location of individual canal features.
(#66) Small quarry [C]
(#54) Difficult Run Trail [C]
(#69) Difficult Run Gauging Station [NC]
Old Dominion Drive
Georgetown Pike
(#68) Towlston Mill Complex [C]
0 1,000 2,000 3,000 Feet
0 500 1,000 Meters

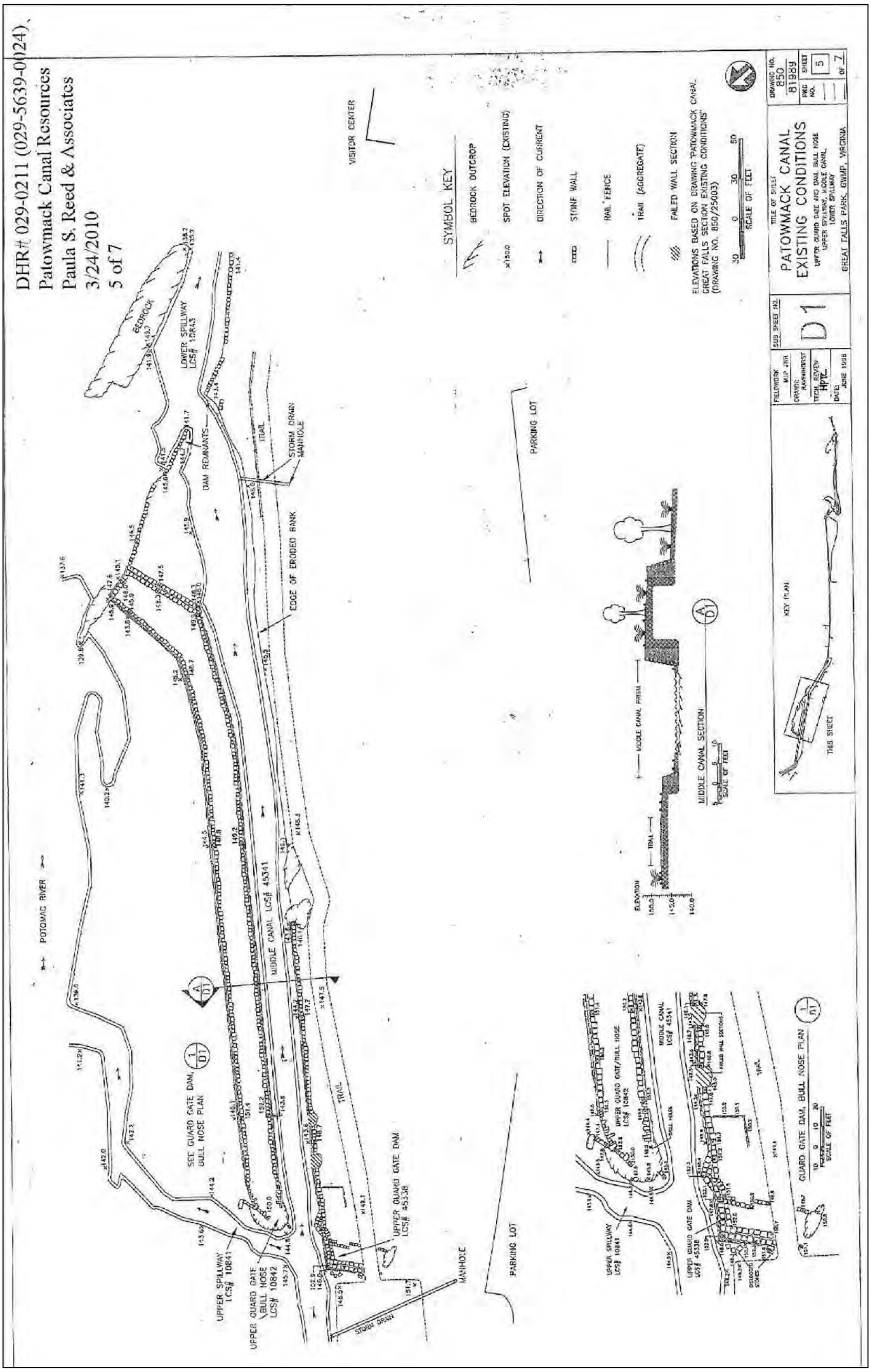

DHR# 029-0211 (029-5639-0024)
Patowmack Canal Resources
Paula S. Reed & Associates
3/24/2010
1 of 7
POTOMAC RIVER
FALSE CANAL LCS 45339 GFPC-01
CANAL INLET/WING DAM LCS 10840 GFPC-02
STR #31 C
UPPER CANAL WALL AND BED
LCS 45340
GFPC-03
PATOWMACK CANAL TRAIL
PARKING LOT
APPROXIMATE CANAL BED CENTERLINE
STR #28 C
UPPER SPILLWAY
LCS 10841
GFPC-04
STR
UPPER GUARD GATE \ BULL NOSE
LCS 10842
GFPC-05
#29 C
STONE RETAINING WALL
UPPER GUARD GATE DAM
LCS 45338
GFPC-06
STR #30 C
STR
MIDDLE CANAL
LCS 45341
GFPC-07
#32 C
PARKING LOT
SECTION 1
STR #32 C
LOWER: SPILLWAY
LCS 10843
GFPC-08
DAM
LOWER CANAL
LCS 45342
GFPC-08
LOWER CANAL
RETAINING WALL
LCS 45342A
GFPC-09A
EL 146
EL 145
EL 144
MATCH LINE
VISITOR CENTER
PARKING LOT
BASED ON DRAWING 850/25003 AND 1997/98 FIELDWORK
50 0 50 100
SCALE OF FEET
TITLE OF SHEET
PATOWMACK CANAL
EXISTING CONDITIONS BASE MAP
SECTION 1
GREAT FALLS PARK, GWMP, VIRGINIA
DRAWING NO. 850 81989
PKG NO.
SHEET 1 OF 7
SUB SHEET NO. B1
DESIGNED: HPTC
DRAWN: RAVENHORST
TECH. REVIEW: HPTC
DATE: JUNE 1998
SECTION 4
SECTION 3
SECTION 2
SECTION 1
KEY PLAN

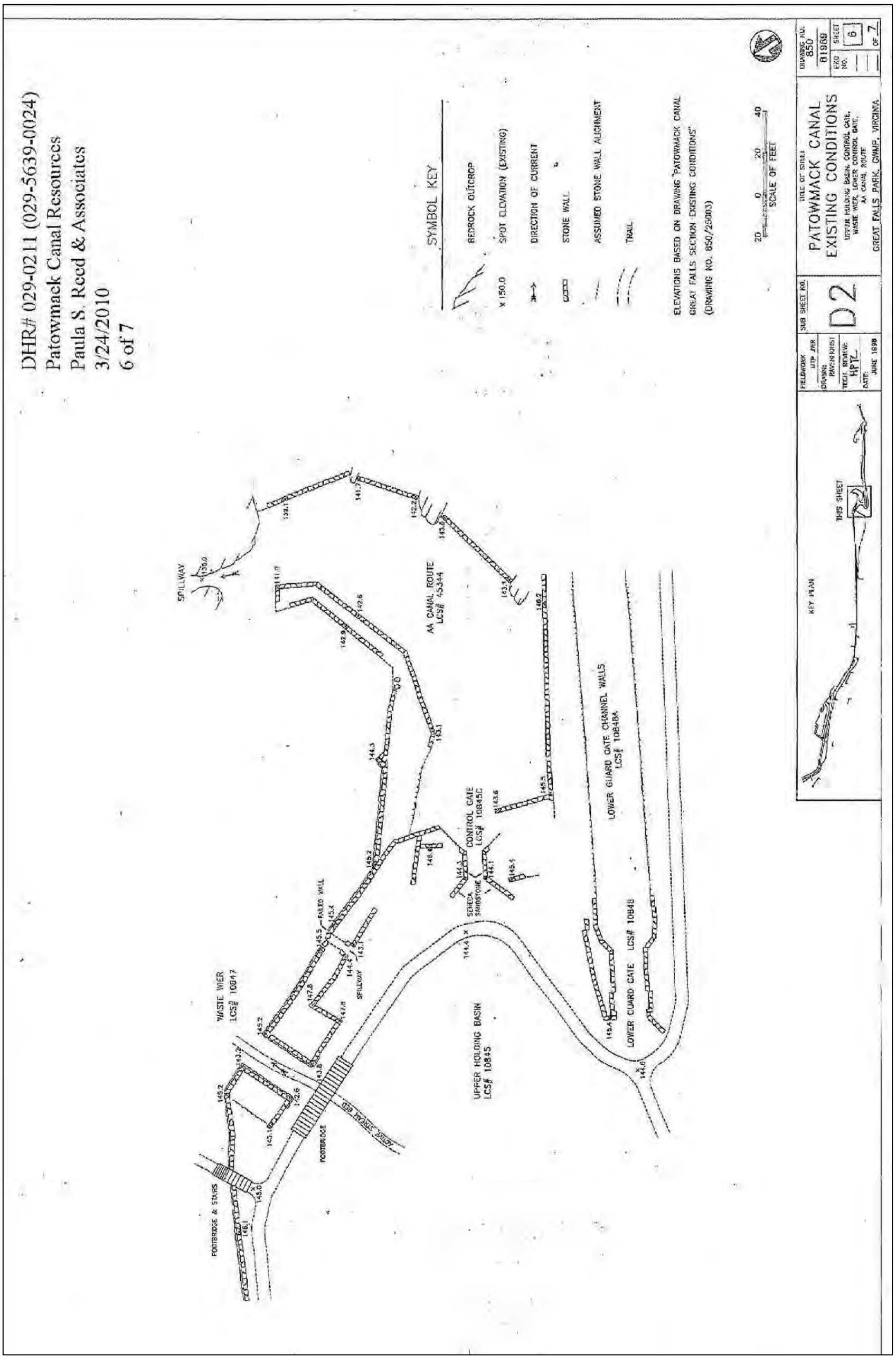

DHR# 029-0211 (029-5639-0024)
Patowmack Canal Resources
Paula S. Reed & Associates
3/24/2010
2 of 7
MATCH LINE
LOWER CANAL LCS 45342 GFPC-09
STONE RETAINING WALL
APPROXIMATE CANAL BED CENTERLINE
LOWER CANAL RETAINING WALL LCS 45342A GFPC-09A
LOWER CANAL PATHWAY STONES LCS 45342B GFPC-09B
OVERLOOK
FOUNDATION WALL REMNANTS LCS 10846A GFPC-12A
POTS FORGE LCS 10845 GFPC-12
BRIGGS MILL LCS 10844 GFPC-10
PATOWMACK CANAL TRAIL
SITE #36 C
STR #34 C
SECTION 2
SECTION 1
SECTION 3
SECTION 4
KEY PLAN
BASED ON DRAWING 650/25003 AND 1997/98 FIELDWORK
SCALE OF FEET
PATOWMACK CANAL
EXISTING CONDITIONS BASE MAP
SECTION 2
GREAT FALLS PARK, GWMP, VIRGINIA
B2

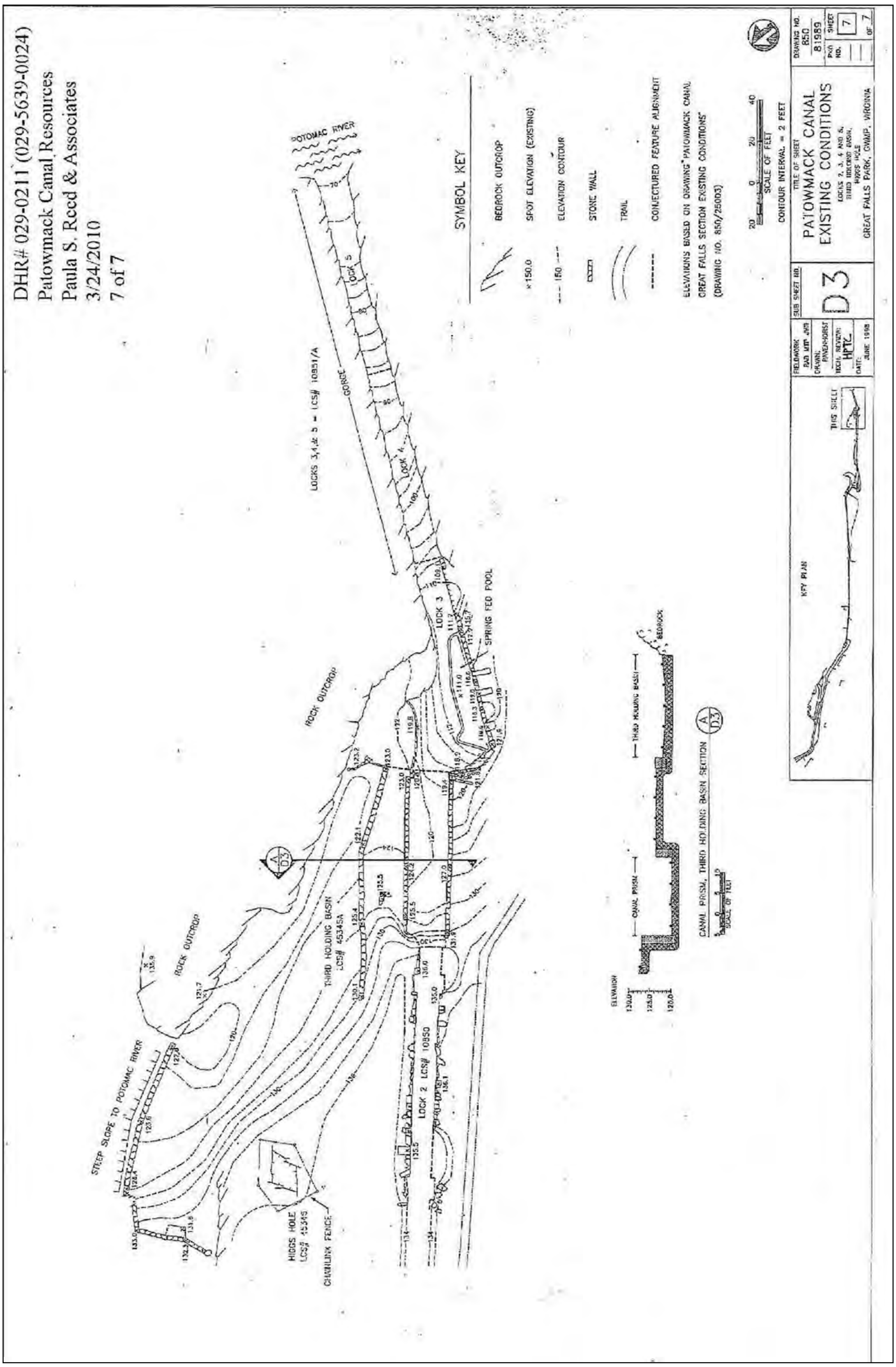
DHR# 029-0211 (029-5639-0024)
Patowmack Canal Resources
Paula S. Reed & Associates
3/24/2010
3 of 7

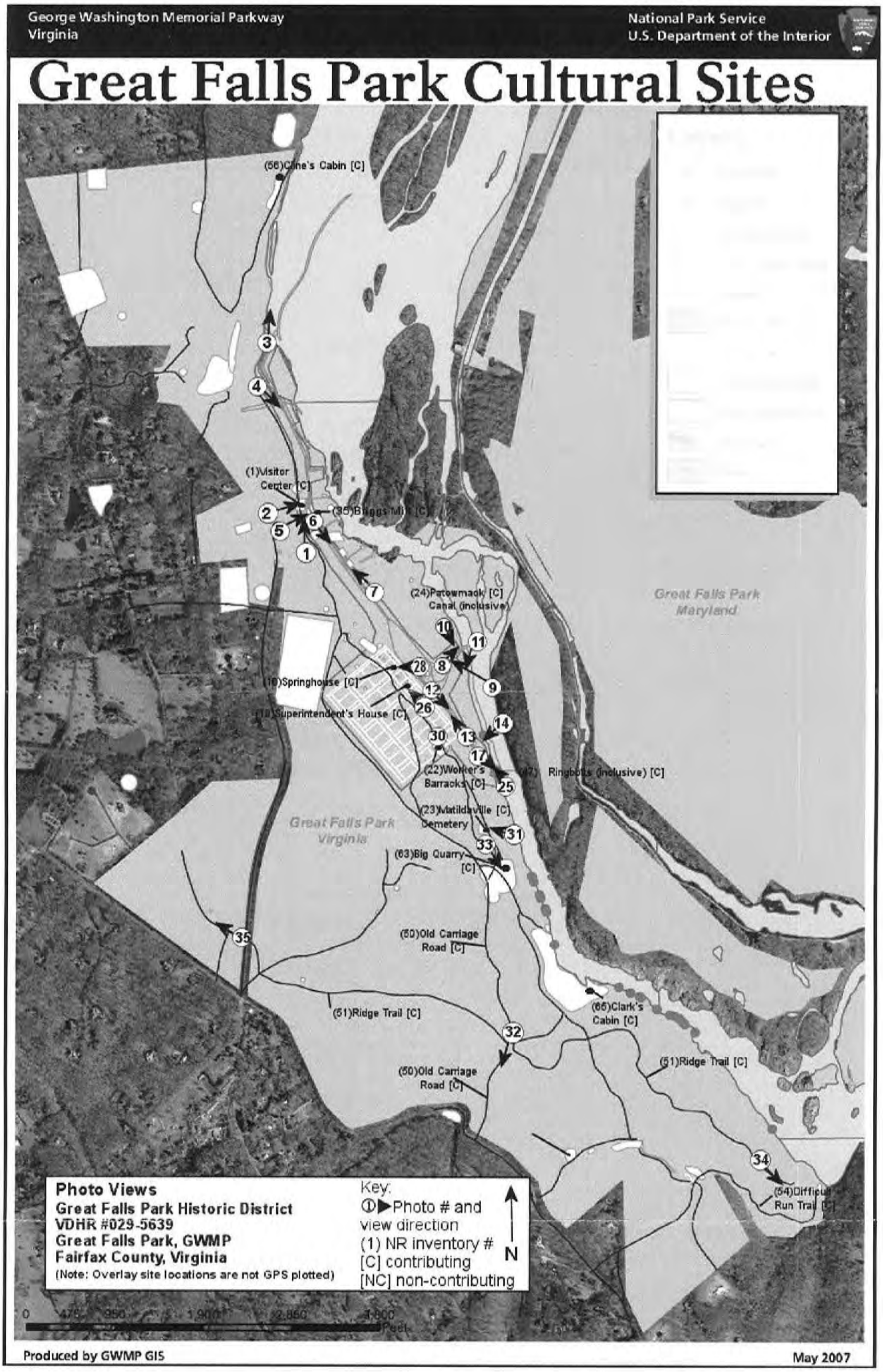


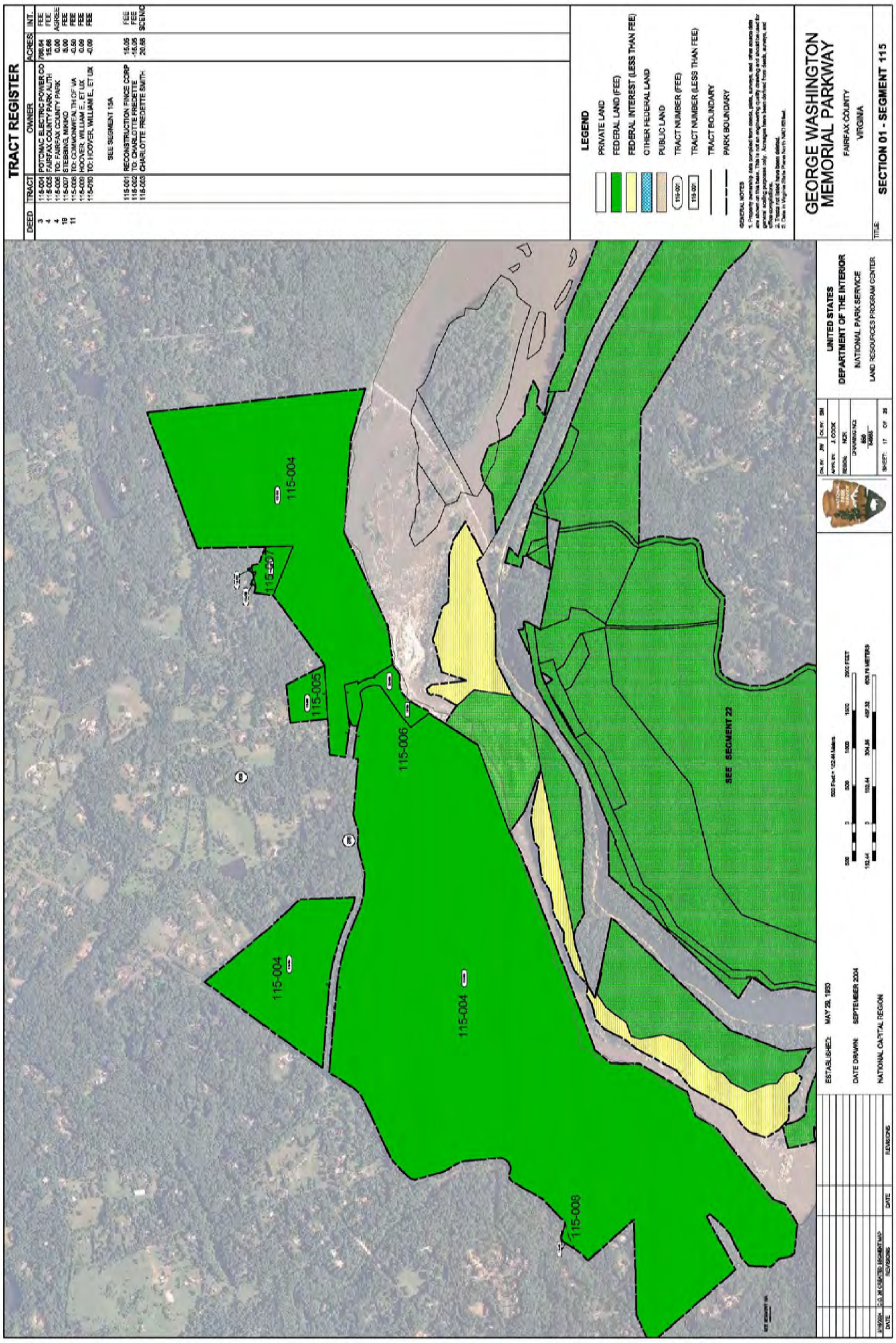

DHR# 029-0211 (029-5639-0024)
Patowmack Canal Resources
Paula S. Reed & Associates
3/24/2010
4 of 7
POTOMAC RIVER
SECTION 4
SECTION 3
SECTION 2
SECTION 1
KEY PLAN
PATOWMACK CANAL
EXISTING CONDITIONS BASE MAP
SECTION 4
GREAT FALLS PARK, FAIRFAX, VIRGINIA
B4
BASED ON DRAWING 850/25003 AND 1997/98 FIELDWORK
SCALE OF FEET
CEMETERY
PROBABLE BURIALS
TRAIL
AA CANAL ROUTE RAMP
LCS 45344D
GFPC-15B
AA CANAL ROUTE (2ND ALT)
LCS 45344A
GFPC-15A
SECOND HOLDING BASIN
LCS 45345
GFPC-17
THIRD HOLDING BASIN
LCS 45346A
GFPC-17A
HOGS HOLE
LCS 45346
GFPC-18
STONE RETAINING WALL
PATOWMACK CANAL TRAIL
APPROXIMATE CANAL BED CENTERLINE
LOCK 1 CANAL CHANNEL/WALLS
LCS 10849A
GFPC-19A
LOCK 2
LCS 10850
GFPC-20
LOCK 3
LCS 10851
GFPC-22
GORGE
LCS 10851A
GFPC-22A
LOCK 4
LOCK 5
JETTY
LCS 45348
GFPC-23
MATCH LINE
see previous map
STR #44 C
STR #45 C
STR #43 C
STR #42 C
STR #46 C


DHR# 029-0211 (029-5639-0024),
Patowmack Canal Resources
Paula S. Reed & Associates
3/24/2010
5 of 7
POTOMAC RIVER
BEDROCK
LOWER SPILLWAY LCS# 10843
DAM REMNANTS
STORM DRAIN MANHOLE
TRAIL
EDGE OF ERODED BANK
MIDDLE CANAL LCS# 45341
SEE GUARD GATE DAM, BULL NOSE PLAN
UPPER SPILLWAY LCS# 10841
UPPER GUARD GATE BULL NOSE LCS# 10842
UPPER GUARD GATE DAM LCS# 45338
MANHOLE
STORM DRAIN
PARKING LOT
VISITOR CENTER
SYMBOL KEY
BEDROCK OUTCROP
SPOT ELEVATION (EXISTING)
DIRECTION OF CURRENT
STONE WALL
RAIL FENCE
TRAIL (AGGREGATE)
FAILED WALL SECTION
ELEVATIONS BASED ON DRAWING "PATOWMACK CANAL GREAT FALLS SECTION EXISTING CONDITIONS" (DRAWING NO. 850/25003)
SCALE OF FEET
MIDDLE CANAL SECTION
GUARD GATE DAM, BULL NOSE PLAN
KEY PLAN
THIS SHEET
TITLE OF SHEET
PATOWMACK CANAL
EXISTING CONDITIONS
UPPER GUARD GATE AND DAM, BULL NOSE
UPPER SPILLWAY, MIDDLE CANAL
LOWER SPILLWAY
GREAT FALLS PARK, GWMP, VIRGINIA
DRAWING NO. 850 / 81989
PKG NO.
SHEET 5 OF 7
FIELDWORK MJP JWR
DRAWN: RAVENHURST
TECH. REVIEW HPTL
DATE: JUNE 1998
SUB SHEET NO. D1


DHR# 029-0211 (029-5639-0024)
Patowmack Canal Resources
Paula S. Reed & Associates
3/24/2010
6 of 7
SYMBOL KEY
BEDROCK OUTCROP
x 150.0 SPOT ELEVATION (EXISTING)
DIRECTION OF CURRENT
STONE WALL
ASSUMED STONE WALL ALIGNMENT
TRAIL
ELEVATIONS BASED ON DRAWING "PATOWMACK CANAL GREAT FALLS SECTION - EXISTING CONDITIONS" (DRAWING NO. 850/25003)
20 0 20 40
SCALE OF FEET
TITLE OF SHEET
PATOWMACK CANAL
EXISTING CONDITIONS
UPPER HOLDING BASIN, CONTROL GAT, WASTE WER, LOWER CONTROL GATE, AA CANAL ROUTE
GREAT FALLS PARK, GWMP, VIRGINIA
DRAWING NO. 850
81989
PROJ NO.
SHEET 6 OF 7
FIELDWORK UTP JWR
DRAWN: RAYSENBURG
TECH. REVIEW: HPTL
DATE: JUNE 1998
SUB SHEET NO. D2
KEY PLAN
THIS SHEET
SPILLWAY
AA CANAL ROUTE LCS# 45344
WASTE WER LCS# 10847
FAILED WALL
SPILLWAY
CONTROL GATE LCS# 10845C
SENECA SANDSTONE
LOWER GUARD GATE CHANNEL WALLS LCS# 10848A
LOWER GUARD GATE LCS# 10848
UPPER HOLDING BASIN LCS# 10845
FOOTBRIDGE
FOOTBRIDGE & STAIRS
OLD TRAVEL WAY


DHR# 029-0211 (029-5639-0024)
Patowmack Canal Resources
Paula S. Reed & Associates
3/24/2010
7 of 7
POTOMAC RIVER
LOCKS 3,4,& 5 - LCS# 10851/A
GORGE
LOCK 5
LOCK 4
LOCK 3
SPRING FED POOL
ROCK OUTCROP
THIRD HOLDING BASIN
LCS# 45345A
LOCK 2 LCS# 10850
STEEP SLOPE TO POTOMAC RIVER
HIGGS HOLE
LCS# 45345
CHAINLINK FENCE
SYMBOL KEY
BEDROCK OUTCROP
SPOT ELEVATION (EXISTING)
ELEVATION CONTOUR
STONE WALL
TRAIL
CONJECTURED FEATURE ALIGNMENT
ELEVATIONS BASED ON DRAWING "PATOWMACK CANAL GREAT FALLS SECTION EXISTING CONDITIONS" (DRAWING NO. 850/25003)
SCALE OF FEET
CONTOUR INTERVAL = 2 FEET
PATOWMACK CANAL
EXISTING CONDITIONS
LOCKS 2, 3, 4 AND 5,
THIRD HOLDING BASIN,
HIGGS HOLE
GREAT FALLS PARK, GWMP, VIRGINIA
DRAWING NO. 850
81989
SHEET 7 OF 7
KEY PLAN
THIS SHEET
FIELDWORK
DRAWN:
TECH. REVIEW:
HPTC
DATE:
JUNE 1988
SUB SHEET NO.
D3
THIRD HOLDING BASIN
BEDROCK
CANAL PRISM
ELEVATION
CANAL PRISM, THIRD HOLDING BASIN SECTION
SCALE OF FEET


George Washington Memorial Parkway
Virginia
National Park Service
U.S. Department of the Interior
Great Falls Park Cultural Sites
(56)Cline's Cabin [C]
(1)Visitor Center [C]
(35)Briggs Mill [C]
(24)Potowmack [C] Canal (inclusive)
(10)Springhouse [C]
(18)Superintendent's House [C]
(22)Worker's Barracks [C]
(47) Ringbolts (inclusive) [C]
(23)Matildaville [C] Cemetery
(63)Big Quarry [C]
(50)Old Carriage Road [C]
(51)Ridge Trail [C]
(65)Clark's Cabin [C]
(54)Difficult Run Trail [C]
Great Falls Park Maryland
Great Falls Park Virginia
Photo Views
Great Falls Park Historic District
VDHR #029-5639
Great Falls Park, GWMP
Fairfax County, Virginia
(Note: Overlay site locations are not GPS plotted)
Key:
Photo # and view direction
(1) NR inventory #
[C] contributing
[NC] non-contributing
N
Produced by GWMP GIS
May 2007


TRACT REGISTER
DEED TRACT OWNER ACRES INT.
3 115-004 POTOMAC ELECTRIC POWER CO 786.64 FEE
4 115-005 FAIRFAX COUNTY PARK AUTH 15.66 FEE
4 115-006 TO: FAIRFAX COUNTY PARK 0.00 AGRSE
19 115-007 STEBBINS, MINKO 5.00 FEE
11 115-008 TO: COMMONWEALTH OF VA -0.50 FEE
115-009 HOOVER, WILLIAM E., ET UX 0.09 FEE
115-010 TO: HOOVER, WILLIAM E., ET UX -0.09 FEE
SEE SEGMENT 15A
115-001 RECONSTRUCTION FINCE CORP 15.05 FEE
115-002 TO: CHARLOTTE FREDETTE -15.05 FEE
115-003 CHARLOTTE FREDETTE SMITH 20.56 SCENIC
LEGEND
PRIVATE LAND
FEDERAL LAND (FEE)
FEDERAL INTEREST (LESS THAN FEE)
OTHER FEDERAL LAND
PUBLIC LAND
TRACT NUMBER (FEE)
TRACT NUMBER (LESS THAN FEE)
TRACT BOUNDARY
PARK BOUNDARY
GENERAL NOTES
GEORGE WASHINGTON MEMORIAL PARKWAY
FAIRFAX COUNTY
VIRGINIA
TITLE:
SECTION 01 - SEGMENT 115
115-004
115-007
115-005
115-006
115-004
115-004
115-008
SEE SEGMENT 22
UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
LAND RESOURCES PROGRAM CENTER
ESTABLISHED: MAY 29, 1930
DATE DRAWN: SEPTEMBER 2004
NATIONAL CAPITAL REGION
DATE
REVISIONS