
National Park Service
Cultural Landscapes Inventory
2004



Great Falls Tavern
Chesapeake and Ohio Canal National Historical Park

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Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI), a comprehensive inventory of all cultural landscapes in the national park system, is one of the most ambitious initiatives of the National Park Service (NPS) Park Cultural Landscapes Program. The CLI is an evaluated inventory of all landscapes having historical significance that are listed on or eligible for listing on the National Register of Historic Places, or are otherwise managed as cultural resources through a public planning process and in which the NPS has or plans to acquire any legal interest. The CLI identifies and documents each landscape's location, size, physical development, condition, landscape characteristics, character-defining features, as well as other valuable information useful to park management. Cultural landscapes become approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into a national database. In addition, for landscapes that are not currently listed on the National Register and/or do not have adequate documentation, concurrence is required from the State Historic Preservation Officer or the Keeper of the National Register.

The CLI, like the List of Classified Structures, assists the NPS in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, National Park Service Management Policies (2006), and Director's Order #28: Cultural Resource Management. Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report information that respond to NPS strategic plan accomplishments. Two GPRA goals are associated with the CLI: bringing certified cultural landscapes into good condition (Goal 1a7) and increasing the number of CLI records that have complete, accurate, and reliable information (Goal 1b2B).

Scope of the CLI

The information contained within the CLI is gathered from existing secondary sources found in park libraries and archives and at NPS regional offices and centers, as well as through on-site reconnaissance of the existing landscape. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape, placing it in context of the site's overall significance. Documentation and analysis of the existing landscape identifies character-defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit. Unlike cultural landscape reports, the CLI does not provide management recommendations or

treatment guidelines for the cultural landscape.

Inventory Unit Description:

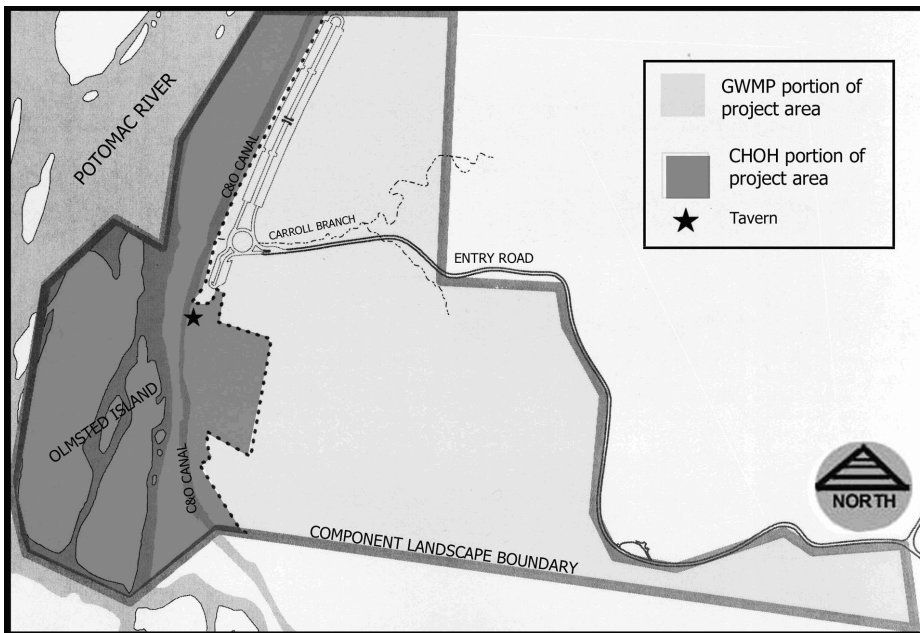
The Great Falls Tavern component landscape is about 270 acres in size. It is located on the east bank of the Potomac River approximately fifteen miles northwest of Washington, D.C. in Montgomery County, Maryland. This cultural landscape contains historic structures relating to both the canal and the Washington Aqueduct, in addition to a modern concession stand, and interpretive/recreational trails. A small museum and bookstore is located inside the historic tavern building, which is also a visitor center. Park employees offer interpretive canal boat rides between April and October. Also included in this landscape are several mid-river islands. Olmsted Island is accessible by pedestrian footbridge and provides views of the Great Falls of the Potomac as well as unusual plant communities. Visitor access is by automobile via MacArthur Boulevard and/or Falls Road, and by foot or bicycle via the canal towpath.

Located in the Maryland piedmont, the landscape of Great Falls Tavern includes flood plain and steep, river bluffs. Riparian vegetation lines the river in the area of the flood plain, while the rocky bluffs support a primarily oak-hickory second growth forest. In addition, the higher elevations on the east side of the site contain gold veins, which led to the development of mining in the late nineteenth and early twentieth centuries. The Chesapeake and Ohio Canal and towpath traverse the Great Falls Tavern landscape. Entrance to the site is via a nineteenth-century road related to the Washington Aqueduct.

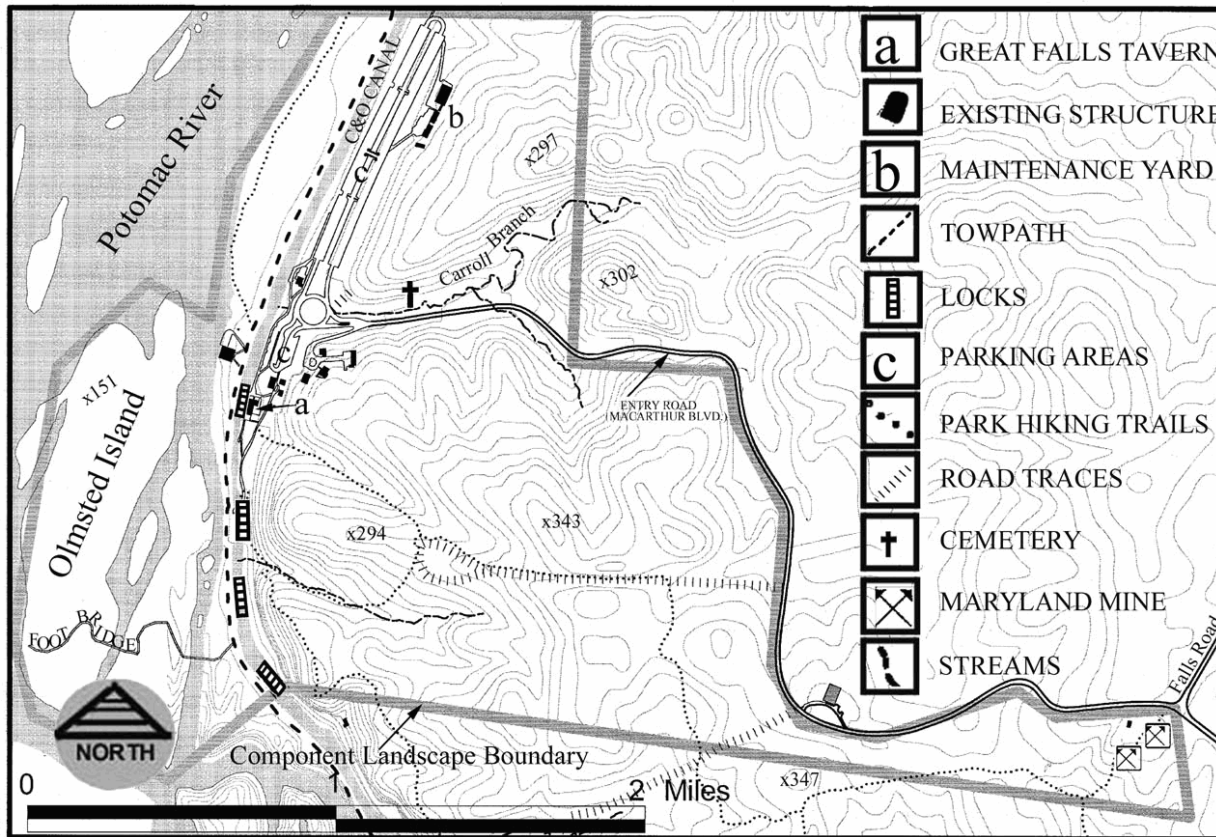
The site landscape is defined by its periods of development, which began in the early eighteenth century. Initially a remote and undeveloped locale patented primarily for use as an area for hunting and fishing, the site changed dramatically with the start of canal construction in 1828 and the building of the Washington Aqueduct in the mid-nineteenth century. The landscape was primarily industrial and commercial until the closing of the canal in 1924, when recreational uses came to the fore. Recreational use of the site was reinforced when the National Park Service (NPS) took over the property in 1938. The NPS also began to interpret the canal history of the site.

The Great Falls Tavern component landscape retains only partial integrity to its period of significance (1828-1924) because some landscape elements related to both the canal and the aqueduct other elements have been compromised.

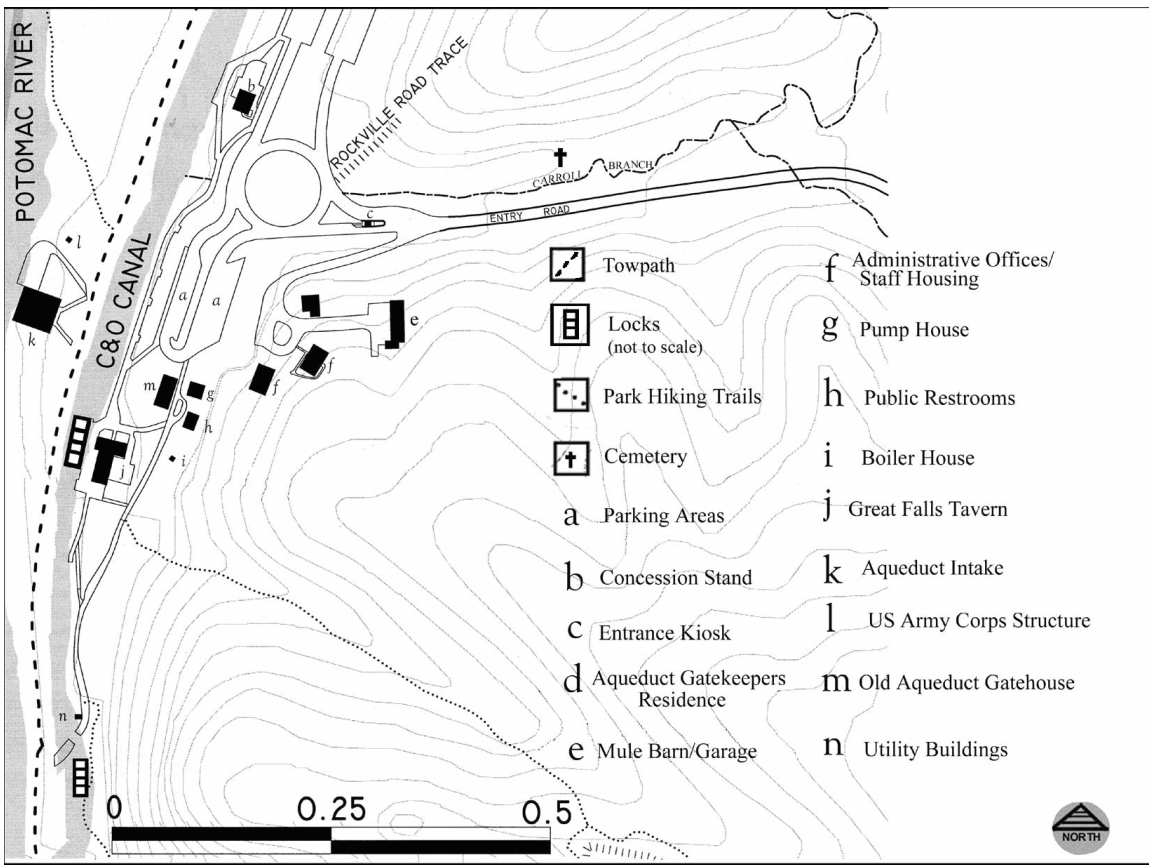
Site Plan



SITE PLAN



Site Plan 1



Site Plan 2 (This is a detail of Site Plan 1)

Property Level and CLI Numbers

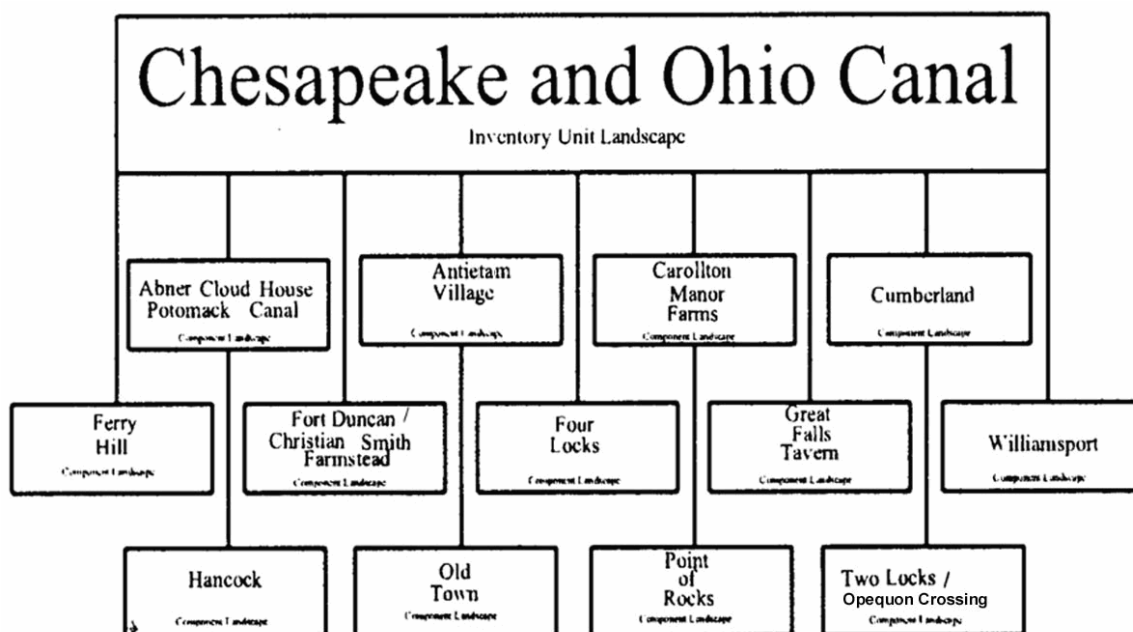
Inventory Unit Name:	Great Falls Tavern
Property Level:	Component Landscape
CLI Identification Number:	600271
Parent Landscape:	600268

Park Information

Park Name and Alpha Code:	Chesapeake and Ohio Canal National Historical Park -CHOH
Park Organization Code:	3100
Park Administrative Unit:	Chesapeake and Ohio Canal National Historical Park

CLI Hierarchy Description

Great Falls Tavern is a component landscape of Chesapeake and Ohio Canal National Historical Park. The cultural landscape of the park includes the canal, towpath and adjoining land originally part of the Chesapeake and Ohio Canal. It also includes land acquired by the National Park Service over time to preserve properties associated with, but not part of, the C&O Canal. The approximately 270-acre, component landscape of Great Falls Tavern includes the Tavern building, Locks 17 through 20, two nineteenth-century structures related to the Washington Aqueduct, and a portion of the Gold Mine Tract. The Gold Mine Tract portion is owned by George Washington National Parkway (GWMP), but has been managed by the C&O Canal National Historical Park since its purchase in 1965. Land in the project area formerly under the jurisdiction of the Army Corps of Engineers has been transferred to the National Park Service, except for the Washington Aqueduct dam and inlet. The Old Gatehouse and the adjacent access road on the east are owned and managed by NPS. The hillside east of the pump house and comfort station is occupied by the Washington Aqueduct under permit from the National Park Service.



The cultural landscape for the Chesapeake and Ohio Canal Historical Park contains thirteen component landscapes defined by individual histories, characteristics and conditions, which contribute to the significance and integrity of the park as a whole.

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

The Cultural Landscape Inventory for Great Falls Tavern has been divided into two parts: research and analysis and evaluation. The research involved investigation into historical records and documentation of existing landscape conditions. Both primary and secondary sources were used. Among these were the collections at the Library of Congress and the University of Maryland. Maps and aerial photographs located at the National Archives were also investigated. Important secondary material came from the history, photo and map files at the C&O Canal Cultural Research Library and similar files located in the research library at Great Falls Tavern. In addition, relevant files, reports, maps, and planning documents at the National Park Service, National Capital Region were examined. Narrative landscape history and current base maps were assembled to reflect changes over time.

The analysis and evaluation phase of the project involved documenting key landscape elements and analyzing the evolution of landscape development. Martha Temkin, Bart Bickel and Barbara Stafford conducted the field survey to document current conditions primarily during the summer of 2000. Based on the contextual history of the landscape and the evaluation of historic landscape features and patterns, landscape significance was determined. Comparative analysis between the existing conditions and the historic maps and photographs was then used to define the type and concentration of resources remaining on the Great Falls Tavern landscape. From this information, cultural landscape integrity was determined.

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	09/23/2010
National Register Concurrence:	Eligible -- SHPO Consensus Determination
Date of Concurrence Determination:	09/17/2004

National Register Concurrence Narrative:

The State Historic Preservation Officer for the State of Maryland concurred with the findings of the Great Falls Tavern CLI on 9/17/04, in accordance with Section 110 of the National Historic Preservation Act. It should be noted that the Date of Eligibility Determination refers to this Section 110 Concurrence and not the date of National Register Eligibility, since that is not the purview of the Cultural Landscapes Inventory.

Concurrence Graphic Information:

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United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
Office of Lands, Resources and Planning
1100 Ohio Drive, SW
Washington, DC 20242

May 25, 2004

Memorandum

To: Cultural Landscapes Inventory Coordinator, National Capital Region
From: Maryland State Historic Preservation Officer
Subject: Statement of Concurrence, Great Falls Tavern Cultural Landscape Inventory

I, J. Rodney Little, Maryland State Historic Preservation Officer, concur with the findings of the Great Falls Tavern Cultural Landscape Inventory as submitted on May 25, 2004.

J. Rodney Little,
State Historic Preservation Officer
State of Maryland

9-17-04
Date

Concurrence memo for FY2004 signed by the Maryland SHPO on 9/17/2004.

Great Falls Tavern
Chesapeake and Ohio Canal National Historical Park



United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

September 22, 2010

Memorandum:

To: Cultural Landscape Inventory Coordinator, National Capital Region
From: Superintendent, Chesapeake and Ohio Canal National Historical Park
Subject: Statement of Concurrence, Great Falls Tavern Cultural Landscape Condition Reassessment

I, Kevin Brandt, Superintendent of Chesapeake and Ohio Canal National Historical Park, concur with the condition reassessment for the Great Falls Tavern cultural landscape:

CONDITION REASSESSMENT: Fair

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements, will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The cultural landscape condition reassessment for Chesapeake and Ohio Canal National Historical Park is hereby approved and accepted.



Superintendent, Chesapeake and Ohio Canal National Historical Park 9-23-10
Date

Concurrence memo for FY2010 signed by the CHOH superintendent on 9/23/2010.

Revisions Impacting Change in Concurrence:

Change in Condition

Revision Date: 09/23/2010

Revision Narrative:

Condition was reevaluated in FY2010.

Revision Date: 04/14/2004

Revision Narrative:

Updated property ownership.

Geographic Information & Location Map

Inventory Unit Boundary Description:

The boundaries of the Great Falls Tavern component landscape are Lock 17 to the south, and the end of the parking lot and the C&O Canal park boundary to the north. The Potomac River forms the western boundary –save for Olmsted Island. The eastern boundary is the George Washington Memorial Parkway boundary parallel to Macarthur Boulevard. It is defined as such in order to include the locks, lock structures and landscape most closely related to the Tavern, the Great Falls of the Potomac, and the sites associated with gold mining.

State and County:

State: MD

County: Montgomery County

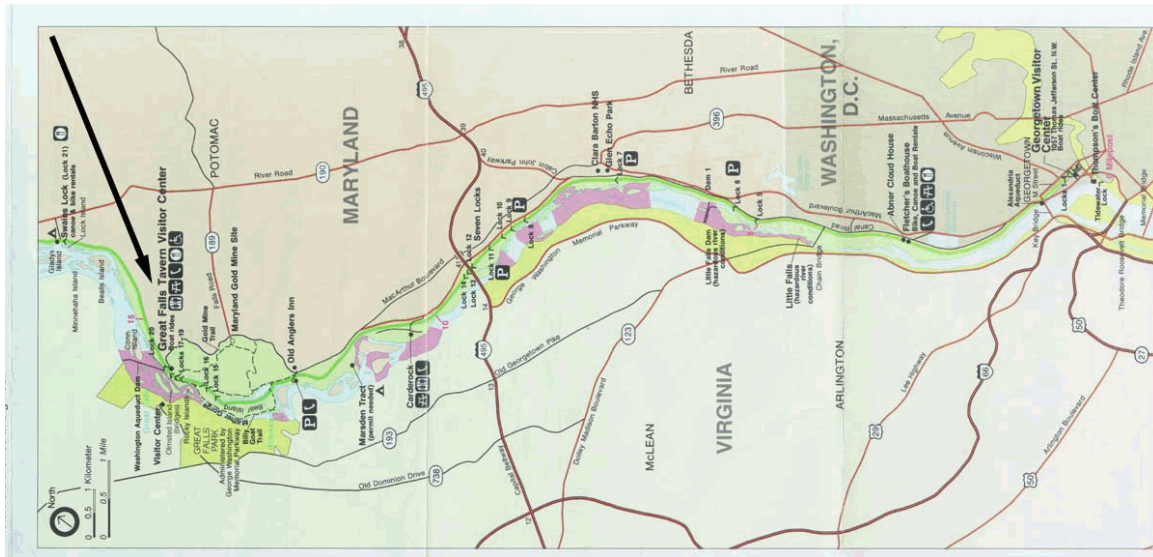
Size (Acres): 270.00

Boundary UTMS:

Source:	USGS Map 1:24,000
Type of Point:	Point
Datum:	NAD 27
UTM Zone:	18
UTM Easting:	305,864
UTM Northing:	4,319,174

Great Falls Tavern
Chesapeake and Ohio Canal National Historical Park

Location Map:



Great Falls Tavern is located within the C&O Canal National Historical Park.

Regional Context:

Type of Context: Cultural

Description:

In the early eighteenth century, the cultural landscape of Great Falls Tavern was part of the larger agrarian landscape of primarily subsistence farms found at the beginning of European settlement. The land immediately around Great Falls, however, was not agricultural due in large part to its combination of flood plain and river bluff. With the mid-nineteenth century arrival of the C&O Canal and the Washington Aqueduct, the landscape became primarily industrial and commercial. Due to the proximity of the Falls, tourism influenced this landscape as early as the eighteenth century, but with the closure of the canal in 1924 recreation became the main cultural use. This use was reinforced when the National Park Service acquired the entire C&O Canal property in 1938. It currently serves both as both a recreational and historical destination.

Type of Context: Physiographic

Description:

The Great Falls Tavern component landscape is located in the Maryland Piedmont and includes flood plain, high river bluffs and river islands. Contained within the project area is Carroll Branch, a first-order tributary of the Potomac, as well as several other unnamed and mainly seasonal streams. The topography ranges from flat river bottomlands to rocky bluffs, which overlook the river and the canal. The primary physiographic feature of the area is the Potomac River, which drops about seventy-six feet over two-thirds of a mile within the project area. This stretch of river, known as Great Falls, is actually a series of cascades and rapids, none of which individually exceeds a twenty-foot drop. The river at this point flows within a series of narrow channels between bluffs and bedrock islands.

Type of Context: Political

Description:

Great Falls Tavern is a component landscape of the Chesapeake and Ohio Canal National Historical Park. In 1938, the Federal Government purchased the canal from the Baltimore and Ohio Railroad and placed it under the management of the National Park Service. President Eisenhower made the C&O Canal between Seneca and Cumberland a National Monument in 1961. In 1971, Congress established the Chesapeake and Ohio Canal National Historical Park and authorized the acquisition of additional land. Though the portion of the Great Falls Tavern known as the Gold Mine Tract is owned by the George Washington Memorial Parkway (GWMP) - another administrative unit within the National Capital Region - the C&O Canal National Historical Park has managed this tract since its purchase in 1965. This portion of the project area is located on the hillside east of the C&O Canal National Historical Park boundary.

Management Unit: Palisades
Tract Numbers: 14-133

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 05/19/2004

Management Category Explanatory Narrative:

The Management Category Date is the date the CLI was first approved by the park superintendent.

Maintenance Location Code: 014.31

Agreements, Legal Interest, and Access

Management Agreement:

Type of Agreement: Concession Contract/Permit

Expiration Date: UK

Management Agreement Explanatory Narrative:

Refreshment Kiosk

Type of Agreement: Cooperative Agreement

Expiration Date: UK

Management Agreement Explanatory Narrative:

Parks and History Contract

NPS Legal Interest:

Type of Interest: Fee Simple

Type of Interest: Fee Simple

Type of Interest: None - Other Federal Agency Owned

Explanatory Narrative:

A portion of the Great Falls Tavern project area is owned by the George Washington Memorial Parkway (NPS). This section is part of the Gold Mine tract and has been managed by CHOH since its purchase by the Federal Government.

Public Access:

Type of Access: Unrestricted

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

The wooded nature of the area located to the north of the entry lane contributes to the historic scene and also acts to screen the modern development that has taken place north and east of the canal. It is in private ownership. Development too near the road would have a negative effect on the historical scene. In addition, the former VFW post located directly on the entry road negatively affects the historic scene. It was constructed within the period of significance, but due to changes in the building, has little integrity.

National Register Information

Existing NRIS Information:

Name in National Register:	Chesapeake and Ohio Canal National Historical Park
NRIS Number:	66000036
Other Names:	Chesapeake and Ohio Canal
Primary Certification:	Listed In The National Register
Primary Certification Date:	10/15/1966
Other Certifications and Date:	Additional Documentation - 8/9/1979

Significance Criteria:	A - Associated with events significant to broad patterns of our history
Significance Criteria:	C - Embodies distinctive construction, work of master, or high artistic values
Significance Criteria:	D - Has yielded, or is likely to yield, information important to prehistory or history

Period of Significance:

Time Period:	AD 1828 - 1924
Historic Context Theme:	Changing Role of the U.S. in the World
Subtheme:	Commerce
Facet:	Commerce
Other Facet:	None
Time Period:	AD 1828 - 1924
Historic Context Theme:	Creating Social Institutions and Movements
Subtheme:	Recreation
Facet:	General Recreation
Other Facet:	None
Time Period:	AD 1828 - 1924
Historic Context Theme:	Developing the American Economy
Subtheme:	Extraction or Mining Industries
Facet:	Iron And Ferro Alloys
Other Facet:	None
Time Period:	AD 1828 - 1924
Historic Context Theme:	Developing the American Economy
Subtheme:	Shipping and Transportation by Water
Facet:	Shipping And Transportation
Other Facet:	None
Time Period:	AD 1828 - 1924
Historic Context Theme:	Expanding Science and Technology
Subtheme:	Technology (Engineering and Invention)
Facet:	Transportation
Other Facet:	None
Time Period:	AD 1828 - 1924
Historic Context Theme:	Peopling Places
Subtheme:	Westward Expansion of the Colonies and the United States, 1763-1898
Facet:	Explorations Of The West
Other Facet:	None

Time Period:	AD 1828 - 1924
Historic Context Theme:	Transforming the Environment
Subtheme:	The Industrial Revolution
Facet:	The Industrial Revolution
Other Facet:	None

Area of Significance:

Area of Significance Category:	Commerce
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Area of Significance Subcategory:	None
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Area of Significance Category:	Architecture
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Area of Significance Subcategory:	None
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Area of Significance Category:	Engineering
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Area of Significance Subcategory:	None
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Statement of Significance:

Great Falls Tavern, a component landscape of the Chesapeake and Ohio Canal Historical Park, reflects the ascent of canal-based transportation and its ultimate decline in nineteenth-century America. Therefore, the landscape and its related features are associated with events that have made a significant contribution to the broad pattern of history (Criterion A). Illustrative of vernacular and industrial stone construction, the landscape also contains individual resources that embody the distinctive characteristics of a type, period or method of construction (Criterion C).

The Chesapeake and Ohio Canal National Historical Park was listed on the National Register of Historic Places in 1979. Great Falls Tavern is included as contributing to the significance of the canal. The landscape of the tavern, however, is not adequately documented or evaluated within the nomination. In addition, the landscape of Great Falls Tavern includes a National Historic Landmark, the Washington Aqueduct - a major nineteenth-century engineering feat.

The period of significance for the Great Falls Tavern component landscape is 1828 to 1924. This period includes the construction and operation of the C&O Canal and the Washington Aqueduct, as well as the rise of the site as a tourist destination. The watered canal and its associated features, such as the canal locks, the towpath, and lock houses, clearly convey the technology of nineteenth-century canal

construction. Moreover, the expansion of Lock House 12 into a tavern illustrates the economic, technological and social importance of the Six Locks area to the canal. Several of the nineteenth-century Washington Aqueduct structures remain, and the aqueduct itself is still in operation.

The area of Great Falls Tavern was, in the mid-nineteenth century, an industrial and commercial landscape. Following the major flood of 1889, however, this aspect of the site began to decline and tourism became more prominent. After the flood of 1924, the canal was not repaired and it no longer functioned as a viable commercial enterprise. Although the Falls had drawn visitors eager to enjoy the sublime views of the rushing water for over one hundred years, as the economic feasibility of the canal lessened, industrial elements in the landscape began to give way to those that supported a more picturesque aesthetic. Hiking trails, a trolley line and bridges out to the mid-river island facilitated visitor recreation. The tavern became a private social club. The impressive view of the Falls, some historic trails, and remnants of the trolley track bed at Great Falls Tavern, illustrate the importance of the area as a tourist destination, and therefore contribute to the significance of the site.

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Historic Site
Vernacular

Current and Historic Use/Function:

Primary Historic Function: Canal

Other Use/Function

Aqueduct

Canal Lock

Culvert (Waste Weir)

Mine

Navigational

Outdoor Recreation-Other

Trade

Water Works-Other

Other Type of Use or Function

Both Current And Historic

Historic

Historic

Historic

Historic

Both Current And Historic

Historic

Both Current And Historic

Current and Historic Names:

Name	Type of Name
Crommelin House	Historic
Great Falls Tavern	Both Current And Historic
Great Falls Tavern Visitors Center	Current
Lock House 12	Historic

Ethnographic Study Conducted:

No Survey Conducted

Chronology:

Year	Event	Annotation
AD 1608	Explored	John Smith mapped Chesapeake Bay and Environs, showing Great Falls of the Potomac.
AD 1624	Explored	Henry Fleet visited Potomac Valley and viewed Falls from downstream.
AD 1688	Land Transfer	First land grants in what would become Montgomery County are issued
AD 1729	Established	Patent for Bear's Den granted to William Offutt. This two hundred-acre property includes the current project area.
AD 1749	Established	The Ohio Company was chartered and obtained the rights to 200,000 acres of land extending along the Maryland and Virginia banks of the Potomac River, from Georgetown to the "forks of the Ohio".
AD 1751	Established	Georgetown, Maryland (now DC) established as a tobacco port.
AD 1776	Established	Montgomery County, Maryland established.
AD 1785 - 1802	Built	Potomac Canal constructed by the Potomac Company along Maryland and Virginia shores of the Potomac river.
AD 1802	Built	Skirting canal needed to bypass Little Falls and Great Falls constructed by the Potomac Company along the Virginia side of the Potomac River.
AD 1820	Developed	First surveys/feasibility studies conducted for a canal parallel to Potomac.

Great Falls Tavern
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AD 1825	Established	Chesapeake and Ohio Canal chartered following the first C&O Canal Convention (1823). The rights to the Potomac River originally granted to the Potomac Canal Company transferred to the C&O Canal Company.
AD 1828	Built	Construction began on Lockhouse 12, now known as the Great Falls Tavern and on the access lane which runs along the eastern yard of the tavern to the berm bank above Lock 19.
AD 1828 - 1850	Built	Construction of C&O Canal from the mouth of Rock Creek in Georgetown to Cumberland, Maryland.
AD 1830	Built	Canal Company built a carpenter/repair shop one thousand feet north of the tavern and a stone lock house at Lock 18.
AD 1831 - 1835	Built	Canal Company built a pivot bridge at Lock 20.
AD 1836 - 1847	Eroded	Canal is repeatedly damaged by flooding and repaired. Towpath breaks most common problem in project area.
AD 1850	Built	The Canal Company built a frame residence about one quarter of a mile east of the tavern.
	Platted	Lieutenant Colonel George W. Hughes surveyed the Washington area for the U. S. Topographic Survey. The Potomac River at Great Falls was identified as a potential source for the City of Washington's water supply.
AD 1852	Built	Following the flood, the Canal Company constructed new waste weirs along the canal including near the tavern.
	Destroyed	(April) Most severe flood to date, River crested at sixty-four-feet at Great Falls. Below Seneca, the canal was "a shambles".
AD 1853	Built	U.S. Army Corps of Engineers began construction of the first Gatehouse of the Washington Aqueduct.
	Developed	Congress appropriated \$100,000 for a survey, as the first step in the construction of the Washington Aqueduct at Great Falls.

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AD 1853 - 1863	Built	U.S. Army Corps of Engineers constructed several buildings related to the Washington Aqueduct. These included a tool house, barracks, Cement House, and two frame residences. The structures were located north and east of the tavern and Lock 20.
AD 1855 - 1867	Altered	Tavern suffered destabilization and the Great Falls area landscape was dramatically impacted by the construction of the Washington Aqueduct.
	Built	U.S. Army Corps of Engineers constructed the Washington Aqueduct intake building and associated structures including a 1476-foot long tunnel through the hillside east of the tavern.
AD 1857	Destroyed	Beginning in February of this year, four floods over a four month period damage the canal and towpath at Great Falls.
AD 1859	Built	Canal Company erected a structure that became known as the Collier Dwelling. It is located about two hundred and fifty feet north of the tavern.
AD 1861	Built	Conduit Road (dirt highway) constructed to allow for maintenance of the aqueduct. It ran directly above the conduit tunnel beginning where the tunnel came out from the hill at the site of the Angler's Inn and continuing to Georgetown.
AD 1862	Restored	Tavern repaired following damage suffered during aqueduct construction.
AD 1867	Developed	First shaft for the Maryland Gold Mine was sunk. The mine remained in operation for only two years.
AD 1869	Built	Howard A. Garrett constructed a feed and grocery store on the western edge of the towpath.
AD 1870 - 1889	Maintained	"Golden Era" of the C&O Canal. Canal prism, towpath, locks, weirs, bypass and flumes were regularly maintained. Towpath planted with grass.

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AD 1871 - 1873	Land Transfer	Right-of-way for an extension of the Conduit Road acquired by the Washington Aqueduct. This extension provided a link between the original end of the Conduit Road (at Angler's Inn) and Great Falls Tavern.
AD 1873 - 1884	Built	Howard Garrett constructed a log cabin and two frame structures south of the tavern on the berm side of the canal.
AD 1874 - 1877	Built	The U.S. Army Corps of Engineers constructed a brick and stone residence for the gate keeper of the aqueduct. It is located northeast of the tavern
AD 1874 - 1880	Demolished	Several structures related to the Washington Aqueduct were razed. These included the two frame dwellings, the tool house, Cement House and barracks. The barracks had been sold and operated as a tavern after the Civil War.
AD 1875	Abandoned	Portion of Rockville Road north of Carroll Branch was abandoned due to the extension of Conduit Road.
	Built	Telegraph lines were constructed to connect the aqueduct gate house at Great Falls intake with the two reservoirs of the Washington Aqueduct.
	Built	The extension of the Conduit Road opened as a dirt highway.
	Moved	Collier dwelling moved to berm bank of canal, 250 feet north of tavern.
AD 1877	Built	Howard Garrett had a well dug on the eastern side of the tavern. This moved the tavern's water supply from a spring about 300 yards away on the Carroll Branch.
AD 1879	Built	An industrial telephone system was installed along the canal towpath (west side) with service to Garrett's store.
	Built	Howard Garrett replaced his first store with a two-story frame structure.
AD 1880	Built	Wooden semi-suspension bridge to Falls Island (now known as Olmsted Island) constructed by private interests and the Canal Company. It was located near the southern edge of Lock 20.

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AD 1882 - 1883	Built	Waste weir above Lock 20 constructed.
AD 1882 - 1886	Built	The Great Falls dam (Washington Aqueduct) was extended to the Virginia shoreline and the crest of the dam was raised to 148 feet above sea-level.
AD 1889	Built	Fish ladder built by Commission of Fisheries.
	Destroyed	Fire destroyed the frame Canal Company residence near the tavern.
	Eroded	"Johnstown Flood" caused extensive damage to the entire canal and bankrupts Canal Company, sending it into receivership. The Baltimore and Ohio Railroad took over the company through control of stock.
	Eroded	The basement of Garrett's store was washed away, the tavern was severely damaged and the wooden bridge to Falls Island was destroyed. 2 dozen coping stones weighing about 3 tons each were swept off of the Washington Aqueduct dam.
AD 1890	Built	A buggy shed and stable were constructed on the berm side of the canal, near Lock 19.
	Built	A stable and feed house built on the towpath abutting the spillway at Lock 20, just north of Garrett's store.
	Developed	The Ford Mine opened and operated for about 10 years.
AD 1890 - 1924	Stabilized	Unusual flood-free period.
AD 1891	Reconstructed	The B&O Railroad repairs the damage caused by the Johnstown Flood and reopens the canal.
AD 1893	Purchased/Sold	The Washington Aqueduct purchased land to expand the right of way for the Conduit Road citing the need for increased parking, the need to control land abutting the road, exclude liquor saloons from the area and improve safety along Conduit Road.

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AD 1896	Demolished	Collier dwelling razed.
AD 1896 - 1899	Built	Lock "shanty" built at north end of Lock 20 on the berm side. Frame lock house constructed at Lock 17.
AD 1900	Explored	Further gold prospecting took place along the Carroll Branch and near the Maryland Mine. The Maryland Mine operated on and off for the next 40 years.
AD 1904 - 1906	Paved	Conduit Road is partially macadamized.
AD 1910	Demolished	Howard Garrett's store is razed by the Canal Company.
AD 1911 - 1912	Reconstructed	Section of the Conduit Road between Angler's Club and Great Falls Tavern was rebuilt.
AD 1912 - 1913	Built	Chevy Chase to Great Falls Land Company constructed a trolley line from intersection of Bradley Boulevard and Wisconsin Avenue to Great Falls Tavern.
AD 1913	Demolished	Buggy shed and stable are razed.
AD 1913 - 1925	Altered	Tavern began operation as a private club (the Metropolitan Club of Washington). A high fence and trellis were erected around the building and slate or stone walks were installed.
AD 1915	Paved	Conduit Road fully macadamized along its existing route from Angler's Club to Great Falls, 16 feet wide.
AD 1921	Abandoned	Trolley service ended.
AD 1922 - 1928	Built	The Washington Aqueduct constructed a second conduit and intake building adjacent to the original.
AD 1924	Abandoned	Following a devastating flood, the C&O Canal is abandoned except for the 22 miles from Seneca to Georgetown.

Great Falls Tavern
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	Altered	Pivot bridge at Lock 20 was replaced by a stationary structure.
	Altered	The tavern no longer functions as a private club, but as a public restaurant.
AD 1926	Removed	Trolley tracks were removed.
AD 1927	Built	Frame dwellings and garages within the boundary of the Washington Aqueduct Reservation, and beyond the northeastern bank of the Carroll Branch, were built in addition to several private dwellings along the north side of the Conduit Road and Carroll Branch
AD 1929 - 1939	Built	Concrete patio area added to east side of tavern.
AD 1930	Destroyed	Stone lock house at Lock 18 is destroyed by fire.
AD 1936	Eroded	Major flood destroys towpath and Canal in vicinity of the tavern. Footbridge to Falls Island (now Olmsted Island) also destroyed.
	Reconstructed	Footbridge to Falls Island rebuilt. It is not clear if it was rebuilt in the same spot (near Lock 20) or if this is when it was moved to its present location (near Lock 17).
AD 1938	Land Transfer	The Federal Government purchased the C&O Canal. The National Park Service became the managing agency.
AD 1938 - 1940	Restored	Civilian Conservation Corps (CCC) began restoration of the canal and lock system from Georgetown to Lock 23 (Violette's Lock). Following local customs of segregation, these CCC troops were African-Americans, led by white army officers and NPS personnel.
AD 1940	Abandoned	The Maryland Mine closed for good.
	Abandoned	The tavern was declared structurally unsound and closed.

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AD 1942	Destroyed	Much of the reconstruction work done by the CCC was undone by the flood of 1942.
AD 1946	Paved	By the end of WW II the NPS had resurfaced and repaired the towpath between Georgetown and Seneca with the exception of the Widewater stretch.
AD 1948 - 1950	Restored	A fire severely damaged the tavern in 1948 and the NPS considered demolishing the structure. Instead, repairs were made to the tavern in order to reopen the building to the public.
AD 1949 - 1950	Designed	The NPS approved a design for new paving, terraces and plantings around the tavern.
AD 1950	Altered	The NPS and the Montgomery County Historical Society opened a museum in the tavern.
	Planted	Plants from the 1949 plan were added to the tavern site (11/21/50).
AD 1953	Land Transfer	Public Law 184, C&O Right -of Way Act.
AD 1960	Altered	Falls Island was renamed Olmsted Island in 1960 to honor landscape architects Frederick Law Olmsted Sr. and Jr. A bronze commemorative plaque was installed on the island in 1965 by ASLA.
AD 1961	Established	President Dwight D. Eisenhower declared C&O Canal from Seneca to Cumberland a National Monument.
AD 1965	Purchased/Sold	The NPS purchased the 338-acre Gold Mine Tract. It is owned by the George Washington Memorial Parkway but managed by the C&O Canal.
AD 1967 - 1970	Built	Washington Aqueduct constructed a new intake building adjacent to the old structure.
AD 1969	Built	Wooden bridge to Olmsted Island was replaced with a steel structure. It is not known when the wooden bridge was originally constructed.

Great Falls Tavern

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AD 1972	Eroded	Major flooding caused by Hurricane Agnes resulted in numerous towpath breaks below Seneca and the destruction of the bridge to Olmsted Island.
AD 1973	Removed	A picnic area was removed, probably from south of the tavern.
AD 1974	Developed	The NPS began to develop a Landscape Development Plan for Great Falls. Changes in plantings, fencing and circulation are planned (9/30/74).
	Restored	Towpath continuity restored.
AD 1975	Built	Landscape Development Plan implemented.
AD 1990	Built	New entrance station constructed circa 1990.
	Built	The NPS constructed a boat dock for the replica canal boat used to give boat rides to visitors. These boat rides began in 1979.
	Land Transfer	The NPS acquired the aqueduct-related structures, located on the hill east of the tavern, from the Army Corps of Engineers.
AD 1991	Reconstructed	Bridge to Olmsted Island was rebuilt.

Physical History:

9500 BC - 1820 AD: Before the Canal

The prehistoric landscape of Great Falls Tavern can best be understood by examining the sequence of cultural development devised by archaeologists for the Middle Atlantic Region. The standard periods of development are the Paleo-Indian Period (ca. 9500-8000 BC), the Archaic Period (ca. 8000-500 BC) and the Woodland Period (ca. 500 BC-1600 CE) (Kavanaugh in Little 1995:62). Although one prehistoric site is located within the project area, archaeological investigation of the area has been limited in scope. An archaeological overview and assessment of the area is currently in process.

During the Paleo-Indian Period, the climate was cooler and wetter than at present. The environment was defined by microhabitats, which included deciduous forests near rivers, mixed coniferous-deciduous forest and grassland on valley floors, and coniferous forest and alpine tundra on high ridges and in the mountains (Kavanaugh 1982:8). The project area, which consists of a mix of riverine and river bluff physiography, would have included both deciduous and coniferous forests at this time. Spruce, pine, oak, hickory and chestnut were the predominant species. Paleo-environmental studies suggest that the economy of the earliest inhabitants of the Potomac River Valley was that of generalized hunting-gathering, in which plant material, fish, shellfish and large game, such as deer, elk and moose were utilized (Little 1995:83). While there is currently no archaeological evidence of human occupation within the project area during the Paleo-Indian Period, it is likely that prehistoric peoples exploited the various resources located there.

The Archaic Period (8000 BC-500 BC) is generally divided into three sub-periods, the Early, Middle and Late. It was the beginning of the modern geological era, the Holocene, and a time of change. During this period, the trend was towards a more temperate climate, and a reduction in the rate of sea level rise (Little 1995:86). The Chesapeake estuary, which includes the Potomac Basin, was formed by about 5000 BP and the accompanying stabilization of estuarine sites led to the development of extensive shellfish and fish spawning habitats (Little 1995:86). Changes in vegetation included a shift to a predominantly hickory-oak forest and the spread of grasslands. Archaeological evidence suggests that people began to exploit a wider range of resources with a stronger focus on seasonal shifts in sites during the Middle Archaic period when the climate became warmer and wetter (Kavanaugh 1982:57-60).

During the transitional phase between the Late Archaic and the Early Woodland Periods, the Great Falls Tavern area became especially significant in the subsistence strategies of the early inhabitants of the Potomac River Valley. A new focus on fishing led to the practice of drying and storing of fish. Anadromous fish (species that live in salt water, but return to fresh water to spawn) appeared at this time and the fall line, separating the piedmont from the coastal plain, became an ideal place to take advantage of this new resource (Little 1995:23). The fish could not swim past the falls and would congregate in large numbers just below them (Potter 1993:41).

An archaeological site (18MO134) found at Great Falls points to the importance of fishing in

the project area. A prehistoric petroglyph is located on a river boulder at the base of the falls. The design, created by pecking the rock with a stone gouge, consists of three concentric diamond-shaped designs, which enclose four circular depressions within the central diamond. Extending from the outermost diamond is a line that forks into a v-shape (VA Archaeological Site form 1978). Archaeologists believe the design represents a stylized fish, possibly the split-tail alewife. It is similar to another petroglyph found at Bald Friar, Maryland below the falls of the Susquehanna River. The technology used to produce the design dates to the Late Archaic Period (Potter 2000: Personal Communication). The placement of this petroglyph in the Great Falls area marked it as a prime fishing location.

Another important resource located along the fall line, and therefore in the project area, was steatite. The prehistoric Indians carved this stone into vessels (using pecked stone technology) and used the stone as a temper in the early ceramics of the region (Little 1995:23). The utilization of these and other resources is unlikely to have had much effect on the landscape of the Great Falls Tavern area. Transitory groups moved through the area in a seasonal pattern of resource procurement, although there are indications of a trend towards a more sedentary settlement system. The earliest horticultural production may have occurred at this time with cultivation of squash, sunflower and chenopodium, a spinach-like plant (Little 1995:95, Potter in Cessna 1990:7). It is unlikely, however, that this early cultivation occurred within the project area because of the combination of non-arable floodplain and river bluff topography.

The climate of the Woodland Period within the project area was similar to that of the modern era. Mixed upland forests of coniferous and deciduous trees continued to flourish, but pollen studies indicate an overall decrease in tree vegetation and an increase in herbaceous vegetation and legumes (Little 1995:96). Culturally, the period is characterized by population increases, the manufacture and use of pottery, the development of permanent villages and an economy based on maize agriculture (Little 1995:104).

Also during this period, territorial and social boundaries first became apparent in the archaeology of the region (Potter 1993). Before the Middle Woodland Period (500 BCE – 800/900 CE), physiographic regions did not represent important cultural boundaries. However, beginning in the Middle Woodland Period, the fall line became a buffer zone between piedmont and coastal Indian groups. The zone, controlled by neither group, was utilized by both for hunting and fishing (Potter 1993:155; Little 1995:102). By around 900 CE, the fall line was a clearly defined cultural boundary between the Algonquian speakers of the coastal plain and the Siouan speakers of the piedmont (Potter 1993:142).

The function of the fall line as a type of boundary, as well as the topography of the site probably limited settlement in the immediate area of Great Falls Tavern. In fact, there is no archaeological evidence for late prehistoric villages between Seneca Creek, Maryland and Washington, D.C. This is likely due to the narrowing of the river valley as it approaches Great Falls, leaving limited arable land to support the agricultural economy of the Indians (Potter 1993:137). Consequently, humans had little impact on the landscape of the Great Falls Tavern site in the prehistoric period. Without clearance for agricultural fields or settlement sites, the upland forests and riverine vegetation remained largely unaltered.

Early European Exploration and Settlement (1608-1820)

The end of the Woodland Period coincides with the European settlement of Jamestown, Virginia and John Smith's exploration lower Potomac River Valley. In June of 1608, Smith began his exploration of the Potomac River. His two-ton barge was able to navigate just north of Little Falls, but the "Falls of the Powtomack" were an effective barrier (Potter 1993:11). Henry Fleet, a fur trader, arrived in the Potomac River Valley in 1624 and made his way upriver within "two leagues" of Great Falls. He described the area as having "soil as rocky and mountainous like Cannida [sic]" (Offutt 1995:2). By 1670, cartographers began to show Great Falls on maps of the area (Herrman 1670 [1673] in Papenfuss and Coale 1982:13).

European settlement of what would become Maryland's Montgomery County proceeded along the Patuxent River on the northeastern boundary of the county and northwest along Rock Creek. One of the earliest land grants dates to 1688. By the early eighteenth century, settlement began to move westward towards the Potomac River along Watts Branch. Watts Branch empties into the Potomac River about three miles north of Great Falls. A 200-acre patent, called "Bear's Den", was issued to William Offutt on April 4, 1729. This patent included the land immediately adjacent to Great Falls (Scharf 1882:651; Offutt 1995:3). To patent land, the prospective owner began by making a claim and issuing a warrant. The claimants then proceeded to survey and map the land, after which a "patent" was issued and the claimant granted ownership. Offutt owned several thousand acres of land in Montgomery County, and gave his name to the crossing a few miles north of Great Falls at River Road and Falls Road, now known as Potomac Village.

Small farms, with a primary cash crop of tobacco, developed throughout Montgomery County in the eighteenth century. If any such farms existed within the project area, they would have likely been located in the northern portion along Carroll Branch. Proximity to potable water from spring sources and the presence of relatively flat areas above the flood plain would have been essential to permanent habitation. The topography of the area to the south of the Carroll Branch (where the majority of the project area is located) would have inhibited its development as agricultural land. The Potomac River flood cycle would have dramatically affected the area between what are now Locks 18 and 20. The steep westward facing cliffs overlooking the river in the southern part of the project area also presented formidable obstacles to cultivation. It is likely that most of the project area remained forested throughout the eighteenth century and would have been most valuable for hunting as well as providing access to the river for fishing. This use may also be inferred from the title given to Offutt's patent, "Bear's Den".

Early roads in the Great Falls vicinity included the extant River Road. Located about two miles northeast of the project area, it connected this part of Montgomery County to Georgetown. The predecessor of River Road (called the Tehoggee Trail and attributed to the Canaya Indians) is shown on maps as early as 1716 and "improvement" of this road was authorized in 1774 by the Maryland Assembly (Offutt 1995:20). It became known as River Road by the mid-eighteenth century (Hopkins Map 1879). Great Falls may have been accessible by road by the eighteenth century. A road appears on the earliest maps of the area linking Great Falls with

Rockville, the county seat (Meigs Map 1858, Donn Map 1861, Martenet and Bond Map 1865). The “Old Rockville Road” ran generally northeasterly from Great Falls. The road crossed Carroll Branch and followed a ridgeline to where the “Old Rockville Road” intersected with River Road (Jett and Young 1939:27). At this intersection, a community developed known as Offutts Crossing.

By the close of the eighteenth century, lower Montgomery County remained a sparsely settled hinterland of Georgetown – a mixture of pasture, woodlands and cultivated fields. Tobacco cultivation had given way to corn and wheat. Yet, given the dominance of flood plain and river bluff at Great Falls Tavern, it is unlikely that there were many changes to the project area landscape during this early settlement period. The vegetation probably remained similar to that found by the earliest explorers of the area. Not until the coming of the Chesapeake and Ohio Canal in the early decades of the nineteenth century was the landscape of Great Falls transformed.

1820 - 1889: The Construction of the C&O Canal

Surveying for the construction of the Chesapeake and Ohio Canal began in the 1820’s. Engineers quickly realized that to bypass the Great Falls would require considerable engineering expertise and construction funds to bypass. In addition, the flood cycle of the Potomac River necessitated the building of massive retaining walls, which also increased the cost and difficulty of the endeavor.

The topography of the area was the primary obstacle to the construction of the canal. The river drops about 76 feet between the north end of Conn’s Island and Sherwin Island, below Mather Gorge (MD Geological Society 2000). Engineers determined that six locks were necessary in order to raise the canal over this steep drop. This section of the canal (known as Six Locks) was conceived of, constructed, operated and navigated as a whole. It represented state of the art canal-building technology during the early nineteenth century. The six locks were numbered 15 through 20. Four of these, Locks 17, 18, 19, and 20 are located in the project area.

While the canal typically incorporated a retaining wall facing the river, and a berm on the inland side, along the Six Locks, the retaining walls were of significant proportions. In this section of the canal, the berm bank often gave way to a sheer rock face. An abandoned riverbed, located slightly below Great Falls, became a bypass route for the canal. This area, known as Widewater, is located just south of the project area. Widewater includes Locks 15 and 16, a stop gate and a massive retaining wall known today as Mary’s Wall. While outside the scope of this report, its proximity to Great Falls Tavern was influential. The Widewater area was (and remains) especially prone to flood damage.

Once the river was kept out of the canal’s path with retaining walls, the next step was to conduct water along its length to create a navigable waterway for transport. The canal bed or “prism” was sixty feet wide at the top, forty-eight feet wide at the bottom and about six feet deep. Feeder dams, waste weirs, and culverts were built to control the water level in the canal and to allow streams to pass underneath the prism. Grass was encouraged to grow on the

towpath surface and slopes to stabilize the earthwork and control mud patches. Once the prism, towpath and locks were completed, a series of intake dams along its length filled the canal with water from the Potomac River (NPS 1991:36-37).

The building of the canal created a new industrial landscape. A sawmill operation was established across the river from Great Falls on the Virginia side to provide the timber necessary for the lock gates. Some timber may have been culled from wooded areas on the Maryland side of the river for use as building material (NPS 1991:21). Stone and gravel appear to have been quarried within the project area, specifically from a number of accessible rock faces below Locks 19 and 18. Quarrying also may have occurred along the lane east of the tavern between Locks 20 and 19 (GIS shape files). Seneca sandstone was also used in the construction of the locks within the project area. This distinctive red stone was rafted nine miles down river from the Seneca Quarry and unloaded just above the falls near Lock 20. The area near the tavern was probably visible from the river at this time as a somewhat open space with a small cluster of structures supporting the construction of the canal. In addition, early visitors to the canal noted the spectacular views of the Potomac River, the Virginia shoreline and of the Great Falls above locks 19, 18 and 17 (Corless 1981:21).

Construction of the tavern structure began in 1828. Located on the berm side of Lock 20, the central stone portion of the building was built as a lockkeeper's house, according to the Canal Company's specifications (HRS [Draft] 2000:3,11). Almost immediately, the structure was expanded. Two brick wings north and south of the stone core were added so that a hotel and tavern could be operated in the building. By 1831, the building was completed and the lockkeeper lived on the premises and kept "an excellent hotel" (HSR [Draft] 2000:13). Business came from a variety of sources, and tourists and canal workers may have frequented the tavern. Just south of the carpenter and repair shop, where the canal widened, was a common overnight mooring spot for canal boats. Mooring was necessary because navigation of the Six Locks after dark was considered dangerous (Corless 1981:12).

Other structures built by the Canal Company included a stone lockhouse at Lock 18 and a carpenter and repair shop. The shop was constructed of heavy pine timbers and located about one thousand feet north of the tavern on the berm side. A wooden pivot bridge was added at Lock 20 providing access to the towpath from the berm side of the canal. All of these structures were in place by 1835. It is also likely that various small outbuildings (i.e. privies) were constructed (Young and Jett 1939:19, 25, 43). In addition to the construction of buildings, the Canal Company opened a narrow access lane that ran behind the tavern and towards the berm bank of Lock 19 (Jett and Young 1939:29). It remains on the site.

It took until 1850 for the canal to be constructed, watered and in operation along its entire 184.5-mile length, but the 23-mile section from Georgetown to Seneca, which included Great Falls Tavern, opened in October of 1830. This was just two years after the 1828 groundbreaking (NPS 1991:22).

Both the initial construction and the ongoing maintenance of the canal brought workers to the area. In the early 1850s, the Canal Company built several structures in the area to

accommodate temporary and permanent residents. These included the so-called Collier house located just north of the tavern and a frame structure located about one quarter of a mile northeast of the tavern (Young and Jett 1939:26). All these buildings, except the tavern, are no longer extant. A small graveyard, begun by the 1850s, remains on the north side of Carroll Branch a few hundred feet east of the junction of the stream and the canal. It is not known if canal and/or aqueduct workers are buried there. The one legible gravestone belongs to an English-born stone cutter who died in 1855 (Field Notes 2000).

As soon as the canal was navigable, the Canal Company promoted tourism by running packet boats from the Georgetown waterfront to Great Falls (Corless 1981:12). The Six Locks section of the canal was especially impressive from both a scenic and a technological standpoint. The area provided access to one of the great natural wonders of the mid-Atlantic, the Great Falls of the Potomac. The engineering feat that allowed the canal to bypass the falls was also a great attraction. Along the southern portion of this section, the canal hugged the steep cliffs along the Maryland side of the Potomac and provided impressive views of the river from just south of the project area between Locks 16 and 17.

The Construction of the Washington Aqueduct (1853-1867)

As the construction of the canal to its terminus in Cumberland, Maryland was completed, a new major engineering project began at Great Falls. The springs and wells that supplied water to Washington, D.C. had become inadequate and the Army Corps of Engineers viewed the Potomac River as a self-renewing source of water for the city. The need for capture and conveyance of water from the river to the city drove the design of the Washington Aqueduct. The solid rock cliffs on the Maryland shore at Great Falls and the proximity to a fast-moving, deep channel made an ideal site to locate the intake dam.

In 1853, Lieutenant Montgomery C. Meigs of the United States Army Corps of Engineers submitted a plan to Congress for a water supply system. The plan called for the construction of a dam and intake building (or gatehouse) at Great Falls and a brick or stone conduit between Great Falls and Georgetown (Corps of Engineers 1952:8). The intake dam was located just south of Conn's Island, almost directly opposite Lock 20 and the tavern. It initially extended to the middle of the Potomac River (Meigs Map 1858). The sheer rock face of the Maryland shore provided housing for the conduit via a 1,432-foot long tunnel blasted through the hillside above the tavern. The conduit tunnel came out of the hill at Anglers Inn and made its way through the Palisades to Georgetown and then to Washington, via a cut-and-cover tunnel.

Construction of the Washington Aqueduct changed the landscape of the project area dramatically. The Corps built many new structures between 1853 and 1874. These included a barracks for 300-400 aqueduct workers, as well as a tool house, cement (storage) house, and a substantial stone and brick dwelling for the gatekeeper (Young and Jett 1939:30-34; Corless 1981: 23; Ways 1992:70). The largest of these was the aqueduct intake building, or gatehouse, constructed of Seneca sandstone (See Historic Structures Plan in the Analysis and Evaluation (A&E) Section 3).

The spatial arrangement and building cluster of the area near Lock 20 was significantly altered by the completion of the aqueduct buildings. Before their construction, the orientation of the site was towards the canal and in a linear pattern. The aqueduct construction created a new orientation towards the “Old Rockville Road”. After passing through the farmland north of Carroll Branch, the road passed through a small cluster of canal-related structures, barracks for aqueduct employees, and the large stone gatehouse before reaching the tavern at Lock 20. Whereas before the tavern would have been the primary structure in the project area, now it sat at the end of a row of buildings loosely arranged to face one another. The location and orientation of the aqueduct buildings, clustered along the “Old Rockville Road”, may have derived in part from the road’s proximity to a spring located on the Carroll Branch, just north east of the tavern. This spring was the only source of potable water available at the site until the late 1870s (Jett and Young 1939:18). Within this primarily utilitarian small-scale building cluster, sat the new aqueduct gatehouse. It was a leap in scale, as well as a divergence in building material, when compared with its neighbors and dominated the site (Meigs map 1858).

The construction of the Washington Aqueduct also changed the circulation in the project area. Initially, building materials for the aqueduct construction arrived via the canal from Georgetown to the south and the Seneca Quarry to the north. By 1861, a dirt maintenance road was constructed on top of the conduit tunnel from Georgetown to where the tunnel entered the hillside at Anglers Inn (War Dept map 1861; Martenet and Bond map 1865). The Corps of Engineers extended the Conduit Road into the project area in 1875, which led to the abandonment of a portion of the “Old Rockville Road” (Jett and Young 1939:27-28). The remaining portion of the “Old Rockville Road” ended at its intersection with the Conduit Road extension. By the late eighteenth century, the Rockville Road became known as Falls Road (Hopkins Map 1879). The 1875 extension of the Conduit Road now serves as the park entry road.

With the building of the aqueduct, much of the project area became a construction zone again. The hillside was largely cleared of vegetation, as were the flat areas near the river and canal (Aqueduct Historic Photos circa 1850s). In addition, the tavern suffered considerable destabilization during this period because of its proximity to the blasting used in the construction of the conduit tunnel. The damage required over \$1000.00 in repairs (Corless 1981:24).

Gold Mining at Great Falls Tavern

Another activity that affected the landscape at Great Falls was gold mining. A Civil War soldier stationed in the area discovered gold. He later purchased property near the current intersection of Falls Road and Conduit Road and in 1867 sank a one hundred-foot mine shaft. This mine (later known as the Maryland Mine) was worked successfully for two years, and then abandoned. Another mine opened in 1880 and may have remained in operation through the early twentieth century. Known as the Ford Mine, the main works were located outside the project area, northeast of the upper parking lot. Several trenches from the Ford Mine operation are still visible within the project area, east of the maintenance yard (Reed and Reed 1969). Detailed descriptions of the various mines can be found in Goetz 1988, Ingalls 1960, and Reed

and Reed 1969.

Great Falls Tavern in the Nineteenth Century

The nineteenth-century visitor to Great Falls, arriving by canal packet boat, drifted through a landscape of small farmsteads and wooded tracts of land. Upon approaching Great Falls Tavern, the packet boats passed below the riverside bluffs located between Locks 20 and 19. Lower Montgomery County had initially developed along such arterial routes as Georgetown and River Roads. These roads ran north-south, but were several miles inland from the Potomac River. The area between these roads and the river, along the Palisades and up to Great Falls, remained sparsely populated and peripheral to both Montgomery County and Washington City until well into the twentieth century.

In addition to the canal, Great Falls was accessible by road and ferry. The “Old Rockville Road” was one of the first routes into the Great Falls area. It ran southwesterly from Rockville, crossed River Road at Offutts Crossing and came into the project area along a ridge north of Carroll Branch. After 1875, when the Conduit Road extension was built, the “Old Rockville Road” went out of use west of where it met the extension road. The Conduit Road became the link between Great Falls, Washington, D.C. and Rockville. Conn’s Ferry, located just north of the aqueduct dam, connected the tavern to Virginia. The exact dates of the ferry’s operation are not clear, but it existed by the early nineteenth century and operated at least through the Civil War period (Corless 1981:30; Donn Map 1861; Pitch 1998). Another nineteenth century ferry, located south of the project area at Sandy Landing, would also have provided a route to Virginia for the Great Falls inhabitants (de la Camp Map 1866).

The Civil War apparently had little effect on the landscape of Great Falls Tavern, although troops were stationed there to protect the aqueduct and canal. The area came under battery fire in 1861, but according to official reports most of the shells fell short of their target (United States War Department 1880-1901).

In the early years of the canal’s operation, the Great Falls Tavern provided restaurant, ballroom and overnight accommodations for sightseers and fisherman. It served as a hotel for canal travelers from 1831-1849. In 1850, the Canal Company decided it would no longer allow its use as a tavern, but only as a lockhouse. However, in 1851, the company leased a portion of the building as a grocery store. Then in 1858, the Canal Company once again allowed the lockkeeper to open the building as an “ordinary” or hotel. It remained a public hotel until the early twentieth century.

The portion of the canal south of Seneca was the only section that captured local trade. North of Seneca, market connections pointed to Baltimore, a situation only exacerbated by the success of the Baltimore and Ohio Railroad. Only a few centers of trade developed along the stretch of the canal between Seneca and Georgetown, and the area around Great Falls was one of them. The Canal Company recognized the potential of the site from the outset, as illustrated by the early expansion of Lockhouse 12 into a structure large enough for a hotel.

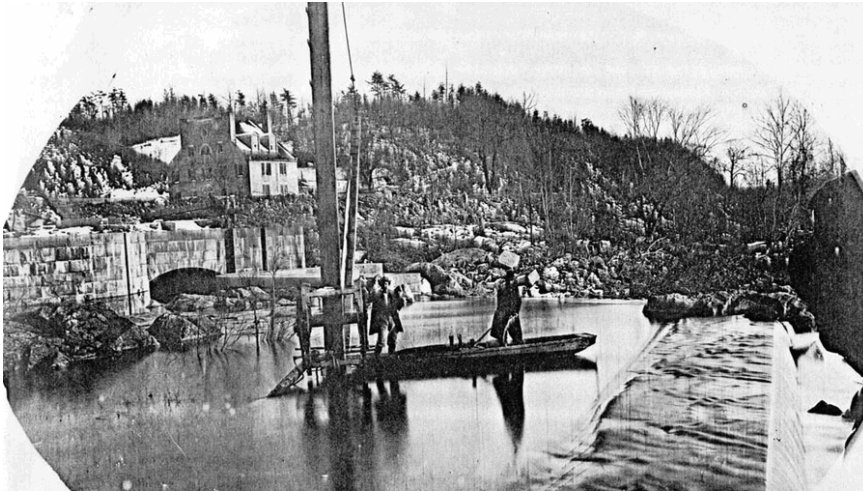
Between 1869 and 1889, the Great Falls area flourished. Howard A. Garrett, a Montgomery County businessman, built and operated a feed and grocery store located on the towpath, directly across from the tavern. He also constructed three dwellings on the berm side of the canal. In addition, he built a frame kitchen at the eastern end of the southern wing of the tavern and had a well dug behind the tavern (Young and Jett 1939: 15, 18, 35-39). By 1880, a post office existed at "Great Falls Village", which boasted a population of one hundred and nine (Corless 1981:70,73). At this time, the Canal Company leased the tavern to Garrett. He in turn subleased the property and it became a very successful hotel.

Great Falls popularity as a tourist destination increased when the Corps of Engineers extended the Conduit Road from Anglers Inn to Great Falls in 1875. To take advantage of the influx of tourists, the Canal Company and "private interests" constructed a wooden footbridge to Falls Island in 1880 (Corless 1981:58). This bridge was located directly across from the tavern (Historic Photos Shoup Photos c.1890). In 1885, another construction period began as over 500 workers lengthened the aqueduct dam, raised the towpath and built six fish ladders (Corless 1981:81). These fish ladders, built by the Corps of Engineers and located east of Falls Island, never functioned properly (Ways 1992:79).

The Effects of Flooding in the Nineteenth Century

The flood cycle of the Potomac River had a major effect on the C&O Canal throughout its history. Between 1828 and 1889, the canal endured at least 12 major flood episodes. Most of these floods impacted the Great Falls area; damaging buildings and lock structures and causing breaches in the canal prism and towpath washouts. Generally, the Canal Company was able to repair the damage within months if not weeks. This constant repair and restoration took a heavy financial toll on the company, however and when the worst flood on record hit in May 1889 (the year of the horrific Johnstown Flood), the cost of repair became too high. The Canal Company went into receivership and the Baltimore and Ohio Railroad became the official receiver and operator of the canal. It took the B&O two years to complete repairs to the canal and it did not reopen until 1891 (Shaffer 1997:8,11,18,20,42,54).

The floods discussed above had a major impact on the landscape of Great Falls Tavern, but the damage, while at times severe, was always temporary. Repairs were made to the locks, towpath and tavern after each episode. In order to minimize flood damage, the Canal Company constructed a waste weir and flume just north of Lock 20 in 1882-83 (Young and Jett 1939:23). Vegetation was also impacted by floods, with lesser growth swept away and then renewed between flood cycles. This meant that few large trees existed within the flood plain by the end the 1890s (Young and Jett 1939:51).



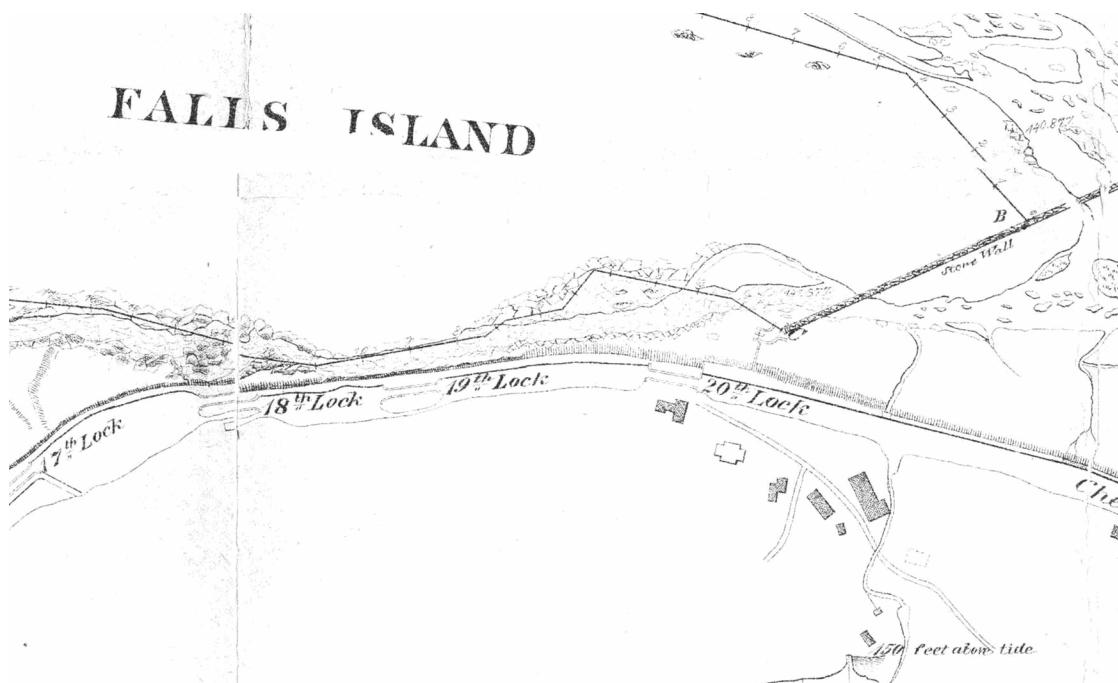
View of the tavern from above the Washington Aqueduct Dam. Note entrance to conduit (intake structure) just below the tavern (Circa 1862).



View below Lock 17 looking south towards the stopgate. Construction and buildings relate to the aqueduct (Circa 1862).



View of Lock 20 and the tavern shortly after the 1889 flood. Note Garrett's store to the left of the tavern.



This map was drawn for the U.S. Dept of Fisheries in 1875. Note the layout of the various structures along the road and canal. The tavern is the building nearest Lock 20. The clear shape is the aqueduct gatehouse.

1889 -1938: The Decline of the Canal

During this period, the landscape of Great Falls Tavern changed largely due to the decline of the C&O Canal and its eventual abandonment. Several years after the 1889 flood, Garret left the area, selling the three structures south of the tavern to the Canal Company. By 1910, the Canal Company had razed Garrett's feed and grocery store. A buggy shed and stable near Lock 19 were also built around this time, but they were demolished in 1913 (Young and Jett 1939: Map; Corless 1981: 92-93). The Canal Company also constructed a wooden frame lockhouse adjacent to Lock 17. This structure stood until at least the late 1930s (Young and Jett 1939:43). With the exception of the large stone gatehouse and the brick and stone gatekeeper's dwelling, all the structures constructed by the Corps of Engineers were gone by 1900. Additional construction within the project area began in 1921, when the Corps built a new intake building and a second conduit adjacent to the first. This construction was completed in 1928 (Mays 1991: 102).

While the commercial aspect of the site diminished in the early years of the twentieth century, its function as a place of recreation grew. Beginning in 1913, the Canal Company leased the building to a private club, and the tavern no longer served as a lockkeeper's residence. The club operators erected an eight-foot fence around the building and yard. As a result of this private lease, a small wooden lockkeeper's shanty was constructed directly adjacent to Lock 20 on the berm side. Another feature of the recreational landscape was a community dance hall built on private land by a wealthy Washingtonian (Star 1967). This structure, now a V.F.W. post still in private ownership, is located on the north side of the Conduit Road, east of where the trolley line crossed the road and just outside the project area.

Visitors to Great Falls could still travel by packet boat up the canal, but with the advent of the automobile, many chose to drive. The Corps of Engineers widened the Conduit Road in 1893 (Mays 1992:78). The road was partially macadamized between 1904 and 1906 and completely resurfaced with tervia-bound macadam in 1915 (Young and Jett 28-29). The road was described as "the most beautiful driveway in the vicinity of Washington" and it was so well used that traffic often backed up on the single lane road (Mays 1992:78; Corless 1981:97-98). A third route to Great Falls was in place by 1913, when the Washington and Great Falls Railway and Power Company opened their 10.2-mile trolley line. The trolley began at the intersection of Bradley Boulevard and Wisconsin Ave and ended at Great Falls. The turnaround for the single-track line (known as the "Loop") was located on the hillside just above the tavern (Corless 1981:95). From the Loop, footpaths and trails led down to the tavern and the falls and the entire area was a major tourist draw for hiking and fishing. A ferry located just above the aqueduct dam led to John Trammel's campground - "...like a mountain camp, good food, spotless cots" (R.L.D. map 1918). Both a "lovely walk with fine views" along the canal towpath and fine views of the falls near the "picturesque Tavern" are also described on the 1918 map

Gold Mining

In 1903-04, further gold prospecting was carried out along the Carroll Branch and near what

became known as the Maryland Mine. These activities resulted in the creation of landscape features such as trenches, adits (a nearly horizontal passage leading to a mine) and spoil heaps. The Maryland Mine operated off and on until 1922 when the property was sold. The new owners reopened the mine in 1935 and sank new vertical mine shafts. Adjacent to the new shafts, they constructed several structures, including a 25,000-gallon water tank, blacksmith shop, hoist house, mine office, mill and assay laboratory (Reed and Reed 1969). Several of these structures remain as ruins today, with only the blacksmith shop and water tower largely intact. These two structures may have been reconstructed more recently, however (Memorandum 1/28 2002 [from CHOH compliance officer]).

The Floods of 1924 and 1936

The commercial operation of the canal limped along in the early years of the twentieth century. The B&O Railroad did little to maintain the canal between 1891 and 1924. The railroad's main interest was to keep the canal right-of-way out of the hands of any competitors - not to run a sustainable, profitable enterprise. The canal survived the nearly 30 years of "malign neglect" only because it happened to be an unusually flood-free period (Shaffer 1997:53-54, 64)

This era ended in May of 1924 when a massive flood hit. Newspaper reports stated that "in many places the waters of the Potomac and the C&O Canal have merged and for miles the canal cannot be seen (Evening Star, 4/2/1924 in Shaffer 1997:57). The B&O made only very limited repairs to the canal, mostly in the Georgetown area. The flood of 1936, the largest on record at that time, completed the destruction of the canal. Trees began to grow within the empty canal prism and towpath breaks were left unrepaired (Shaffer 1997:65-69).

Even with the closure of the canal and the abandonment of the trolley line in 1921, Great Falls remained a popular tourist destination (Corless 1981:95). The tavern resumed business as a public hotel and restaurant after the 1924 flood and continued as such until the National Park Service took over the property in 1938. The flood of 1936 destroyed the wooden pedestrian bridge to Falls Island, but it was quickly rebuilt (Jett and Young 1939:24). The bridge may have been relocated to the area between Locks 18 and 17 at this time, but further research is needed to clarify this. With both the canal and the trolley line out of business, most visitors to Great Falls came by automobile on the Conduit Road (Corless 1981:98-99).



View north of the tavern. The picket fence surrounds the Army Corps of Engineers property. The building located further down the canal is the C&O Canal carpenter's shop (Circa 1900).



View of Lock 17. Note white-washed rocks on the berm side. This was done to increase visibility. The grassy nature of the towpath is very clear (Circa 1920).



View of tavern and Lock 20 looking south. Note the hule drink located just in front of the small building across from the lock. The small lockkeeper's hut was added in the early 20th century (Circa 1920).



1929 aerial view of the project area. Note the location of the pedestrian bridge to Falls Island, the aqueduct dam, and building clusters.



Lock 18 and lockhouse circa 1929.

1938 - 2000: The National Park Service

By the late 1930s, the federal government began negotiating with the B&O Railroad to purchase the canal. In September 1938, the Department of the Interior purchased the C&O Canal with the National Park Service (NPS) as the managing agency (Mackintosh 1991:20). Initially, the plan was to use the canal right-of-way to build a highway from Washington, D.C. to Cumberland, Maryland (Mackintosh 1991:9-10). This idea held sway until the mid-1950s, when it was finally abandoned.

President Franklin Delano Roosevelt approved the purchase of the canal primarily as an “unemployment relief measure” and, even before the final deed was signed, the NPS began restoration of the canal utilizing the Civilian Conservation Corps (CCC) (Mackintosh 1991:21). The CCC camps operated from September 1938 – October 1942 and were located just south of the project area, near Carderock (Mackintosh 1991: 31; Memorandum 1/28 2002 [from CHOH compliance officer]). The CCC followed local customs of segregation and the enrollees who worked on the reconstruction of the canal were African-Americans, led by white army officers and National Park Service personnel (Mackintosh 1991:31).

The CCC accomplished a great deal in their four years of operation. Between Georgetown and Seneca, they repaired or replaced masonry walls and timber gates associated with the

locks, constructed or reconstructed stone retaining walls and dams, and repaired the towpath. They removed vegetation, trees and debris from the canal prism and along the towpath. The canal prism was also repaired and again made watertight (Mackintosh 1991:31). A pump house, boiler house and public restroom were also constructed by the CCC (List of Classified Structures [LCS] 2001). They are located just east of the Tavern, against the hillside and along the access lane. All three of these buildings remain extant, but only the restroom remains in use. By 1940, the first 23 locks were in operation and the NPS had rewatered the canal from Georgetown to Seneca (Shaffer 1997:70-71).

In addition to the repairs discussed above, the NPS made further changes to the landscape in the Great Falls Tavern area. Water and sewer systems, an expanded parking lot, picnic areas and refreshment and canoe rental concessions were constructed (Mackintosh 1991:31). It is not clear whether new buildings were constructed for the concessions or the tavern porches were used (NPS Photo 1949).

U.S. involvement in World War II brought about an end to the CCC work at the canal. Troops occupied the tavern in order to protect the Washington Aqueduct works and little repair or maintenance was accomplished during the war years. The Conduit Road became known as Macarthur Boulevard during this period. In 1942, flooding caused major damage to the canal below Seneca, undoing much of the CCC repair work. The NPS closed the canal and towpath to the public between Lock 21 and just south of Widewater at this time (Mackintosh 1991: 48).

After the War, the NPS began to make plans to restore the canal below Seneca and to reopen the Great Falls Tavern area to the public. As a part of this restoration, many changes took place within the project area. The tavern was in poor condition and, after a fire in 1948, the structure was almost razed. Instead, the NPS decided to rehabilitate it. In 1951 the structure reopened to the public and served as a museum and visitor center, with NPS offices located on the second floor (HSR [Draft] 2000:17, Newspaper articles [circa] 1950). Other changes made in the 1950s included the construction of a concession building and utility building (TIC Files, NPS Photos). Both of these structures remain extant. The concession stand is located just north of Carroll Creek. The utility building is part of the maintenance yard, found towards the northeastern end of the project area. A small metal footbridge was built that allowed pedestrians to cross from the berm side of the canal to the towpath. It was located just north of the aqueduct intake, but destroyed by the 1972 flood (TIC Files, NPS Photos 1953, 1959). In addition, during this period, the Corps of Engineers constructed two one-story brick ranch houses on the hillside near the nineteenth-century gatekeeper's house that also remain extant (TIC Files, Aerial Photos 1963).

In order to accommodate visitors, the NPS constructed a large parking area north of the entry road (Conduit Road), as well as a traffic circle between the lower and upper parking areas. This work was completed by the late 1950s (TIC Files, Aerial Photos 1959). Much of the upper parking area remained unpaved until sometime after 1963 (Aerial Photos 1963). In all, space for over 600 cars was created (Joint Reconnaissance Survey 1948:35). In order to make way for the new parking areas and other changes, several buildings were demolished. These included two frame residences located in the footprint of the traffic circle. The freestanding

tavern kitchen and the three nineteenth-century buildings located south of the tavern may also have been removed in the 1950s (TIC Files, NPS Photos 1949).

Also in the 1950s, brick paving was added to the yard area east and south of the tavern, and the pedestrian paths approaching the tavern and Lock 20 from the parking lots were graveled. It is not clear whether these paths were constructed at this time or existing paths were regraded and repaved. Post and two-rail fences were installed along the berm side of the canal, just north of the tavern (NPS photos circa 1953). Decorative plantings were installed near the concession building, the brick ranch houses, the upper and lower parking lots and the public restroom and tavern area (TIC Files). These plantings included trees and shrubs as well as perennials and annuals. Species planted included: white pine (*Pinus strobus*), linden (*Tilia parviflora*), willow (*Salix pendula*), American holly (*Ilex opaca*), Japanese barberry (*Berberis thunbergii*), Boxwood (*Buxus suffruticosa*), privet (*Ligustrum regelianum*), viburnum (*Viburnum sieboldi*), English ivy (*Hedera helix*), Vinca sp., pansies (*Viola* sp.), Peony (*paeonia* sp.), Hosta sp., Phlox sp. and ferns.

The changes made by the NPS in the 1950s completed the transformation of Great Falls Tavern from a commercial and industrial landscape to one devoted primarily to recreation (NPS Photos circa 1953, 1959). The gold mines had ceased production by 1940 (Reed and Reed 1969:7). The only non-recreational elements of Great Falls that remained were the aqueduct works and dam. In 1967, construction began on a new intake structure adjacent to the existing one. It was designed to be compatible with the historic scene of the Great Falls Tavern area. The walls of the structure are made of native stone and rise only a few feet above the towpath (Ways 1992:122). The flat roof of the structure serves as an observation platform overlooking the river and is accessible from the towpath.

In 1960, Falls Island was renamed Olmsted Island to honor landscape architects, Frederick Law Olmsted, Sr. and Jr. A bronze commemorative plaque was installed on the smaller of the two islands that make up what was known as Falls Island (Newspaper article [undated] MCHS;). The NPS installed wooden routed entrance signs and concrete milepost markers along the towpath in 1969. Also constructed at this time were five steel footbridges leading to an overlook on Olmsted Island (Mackintosh 1991:155, 161). They replaced wooden bridges whose precise date of construction is undetermined (1963 Aerial Photo).

The C&O Canal became a National Historical Park in 1971 (Chesapeake and Ohio Canal Development Act, Public Law 91-664). The 1970s also saw several major changes to the landscape of the project area. Flooding caused by Hurricane Agnes (1972) resulted in numerous towpath breaks, as well as a severe washout at Widewater. In addition, the pedestrian bridges to Olmsted Island were destroyed (Mackintosh 1991:159-161). It would be twenty years before park visitors regained access to Olmsted Island and a mid-river view of Great Falls. Towpath continuity was not restored until 1975 and the canal was not rewatered in the project area until after repairs were made to Widewater in 1976 (Shaffer 1997:95; Mackintosh 1991:163).

In 1972, the NPS began work on a landscape development plan for Great Falls Tavern. The

plan was finished and put into place in the mid-1970s. Included within the plan were changes to the circulation, vegetation and small-scale features near the tavern (Memo from Elaine D' Amico circa 1973; TIC Files). A gravel path that ran in front of the aqueduct gatehouse and led to the back (east) side of the tavern was removed and the area planted in grass. Brick paving at the front entrance (north) was removed and replaced by grass and foundation plantings. A white picket fence was installed, enclosing the tavern's north and east yards. The area within the fence to the east was redesigned to include a curvilinear flowerbed. An area of grass and trees was also included in this "back yard". The planting plan called for a variety of trees, shrubs and herbaceous materials. (A complete listing is included in Drawing No. 421/80,012, TIC Files, NCR). In addition, a local group planted a herb garden in the southeast section of the new flowerbed (TIC Files).

In the mid-1970s, the objectives of the management of the canal changed slightly. After 1974 the towpath was to be managed as a "continuous historical resource", maintained to a width of twelve feet and an elevation of two feet above the historic water line. In an effort to reduce a "roadlike" feel, it was surfaced with shale, bankrun gravel and other indigenous materials as opposed to non-native materials, such as blue-stone (Mackintosh 1991:155).

Changes continued in the next decade. The NPS acquired the three modern structures located near the nineteenth-century gatekeeper's house on the hill east of the tavern. The two brick ranches became ranger stations and employee housing, while the third, a garage, was transformed into a mule barn. Fencing was installed creating paddocks near the barn that house mules used to pull the canal boat. This boat provides rides on the canal to visitors. In 1989, the NPS constructed a barge dock. It is located just south of Lock 20 and includes a dry dock in the canal for winter storage of the boat (Mackintosh 1991:129).

By 1992, pedestrian bridges once again connected the towpath to the Falls overlook on Olmsted Island. The five steel-and-concrete bridges, ranging in length from 31 to 100 feet long were funded by a combination of state, federal and private donors. The NPS has constructed wayside markers along the bridges' path to explain and illustrate the unusual flora of the flood-swept river island. Wooden plank walkways link the five bridges and visitors are not allowed off these paths in order to protect the island's fragile ecosystem (Washington Times 1992). At the same time, the Olmsted plaque was relocated from the boulder where it had originally been installed, to the boardwalk-viewing platform on the last bridge. This relocation facilitated public access to the plaque and prevented damage to natural resources.

In 1990, an entrance station was constructed. It is located where the entry road meets the traffic circle, just north of the lower parking lot. This small structure was built so that the NPS could collect the new entrance fee charged to park visitors who enter the C&O Canal Historical Park at Great Falls (TIC Files; Mackintosh 1991:129).

The existing landscape retains many of the changes made to the cultural landscape of Great Falls Tavern in the 1970s. The fences and paths remain largely the same, but with the exception of certain trees, little remains of the 1974 planting plan. The area of the herb garden still exists as does the curvilinear flowerbed, but the 1974 plantings have not been maintained.

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In addition, all trash receptacles have been removed. Visitors are required to remove their trash from the park. Small information kiosks have been erected to explain this concept and to provide plastic bags to visitors.

Conclusion

The beauty and wonder of the “Falls of the Potowmack” have drawn people to the Great Falls Tavern area from prehistoric times, through European settlement to the present day. The landscape was transformed by the construction of the Chesapeake and Ohio Canal, the building and maintenance of the Washington Aqueduct and the gold mining activity. Around the turn of the nineteenth century, use of the Great Falls Tavern area shifted from industry and commerce to recreation and interpretation of the area’s historic legacy. The cultural landscape, which preserves some elements of all past eras, aids in the understanding of the significant history of Great Falls Tavern.



The Tavern seen from the hillside to the east (2000).



The tavern and Lock 20 after the 1936 flood. The CCC repaired this damage after the NPS purchased the canal.



1936 flood damage at Lock 18.



The canal and lock have been repaired but the tavern is closed and derelict (circa 1946).



A picnic area south of the tavern circa 1949.



Aerial view of the project area looking south. Note the expanded parking lots and entry circle. The line of the aqueduct dam is also visible (circa 1959).



The 1950s era concession stand (circa 1965).



The plantings added as part of the 1972 Development Plan can be seen in the aerial taken in the 1970s. Note also the trails in the hillside above the canal, and the boiler room and public rest rooms located just above the tavern.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

Great Falls Tavern is located in Montgomery County, Maryland about 15 miles northeast of Washington, D.C. The project area is a component landscape of the Chesapeake and Ohio Canal and is owned and managed by the National Park Service. Sited on the eastern bank of the Potomac River, Great Falls Tavern includes flood plain and rocky river bluffs, as well as mid-river islands. Several intermittent streams are contained within the project area, in addition to Carroll Branch, a first-order tributary of the Potomac River. The historic structures and roads relating to the C&O Canal and the Washington Aqueduct dominate the landscape. The remains of the gold mining industry, though less visible, nevertheless contribute to the understanding of the landscape's significance. Currently the site is used for historical interpretation of the tavern and canal, for the interpretation of the surrounding natural resources, and for visitor recreation. In the nineteenth century, Great Falls Tavern was mainly an industrial and commercial site. The proximity of the site to the Great Falls of the Potomac has been key to its development and place in history. Based on a comparison between the contemporary character of the project area and its historic character within the period of significance (1828-1924), the landscape retains partial historical integrity.

Location: The primary features of Great Falls Tavern are in their nineteenth-century locations. These include; the Potomac River, the riverside bluffs, the Carroll Branch drainage, the C&O Canal, the Washington Aqueduct, the spatial organization created by the canal and aqueduct, and some of the circulation patterns of the area. However, many nineteenth-century structures and circulation features are no longer extant.

Design: The original spatial organization of the landscape, based on patterns of functional use relating to the canal and aqueduct, is still evident today. Individual elements, of both the canal and aqueduct areas, exhibit features of vernacular and pragmatic design used historically to transform the area into a commercial and industrial community. Some aspects of the current National Park Service design overlay do not contribute to the historical integrity of the site.

Setting: The landscape of Great Falls Tavern retains integrity in relation to its period of significance. The portion of the property immediately adjacent to the canal has integrity due in large part to the well-preserved nature of the canal locks and towpath. This is especially true of the area near Lock 20 and the tavern. Historic trails and the ruins of the trolley track bed lend integrity to the tourism aspect of the site as well. Non-contributing features undermine the integrity of some areas. Near the canal, these include the inappropriate plant materials in the east yard of the tavern, the parking lots, entry circle, public restrooms and concession stand. Loss of historic structures relating to the C&O Canal, Washington Aqueduct and gold mine impact the integrity of those areas.

Materials: Historic materials are reflected in the extant nineteenth-century structures. These include the brick tavern and pump house, the Seneca sandstone aqueduct gatehouse and gatekeeper's residence, and the ruins of the lockhouse at Lock 18. The canal locks, retaining walls, culverts, waste weirs and bypass flumes also contain historic materials. Some of the canal-related structures

however, contain non-historic materials that were used for repairs of flood damage over the years.

Workmanship: The remaining building clusters and individual historic structures reflect, for the most part, their nineteenth-century origins and functions. The integrity of the original workmanship has been somewhat compromised due to the need to accommodate NPS and visitor needs and by repairs made over the years to correct flood damage.

Feeling: The Great Falls Tavern possesses a distinct character related to the canal systems of the nineteenth century. The ability to “lock through” at Lock 20 and travel up the canal on a mule-drawn boat contributes to the industrial landscape feeling associated with the canal. However, the feeling of an industrial landscape - one that included mining and aqueduct related activities - has been lost.

Association: The association between the Great Falls Tavern landscape and the industrial and commercial aspects of the site has been diminished due to altered site function, especially the rise of the area as a recreational site. The continued operation of Lock 20, as well as the ongoing use of the Washington Aqueduct to supply water to Washington, D.C., however allows the association to continue somewhat. In addition, the continuing use of the site for recreation maintains its association with early twentieth-century tourism.

Due to the loss of historic structures, the installation of the parking lots, concession stand, and public restrooms and the inappropriate plantings near the tavern, the Great Falls Tavern component landscape retains only partial integrity.

Landscape Characteristic:

Archeological Sites

Currently an archaeological overview and assessment of the project area is in progress, but it was not complete at the time of this inventory. While identification of contributing and non-contributing archaeological resources was beyond the scope of this report, the historic nature of the project area and the presence of such features as house foundations and trash pits in association with mining features suggest that contributing resources exist.

Character-defining Features:

Feature:	Prehistoric stone pictograph
Feature Identification Number:	95977
Type of Feature Contribution:	Contributing

Landscape Characteristic Graphics:



Exhibit of archaeological resources at Great Falls Tavern visitor center. Note photos of pictograph (2000).

Buildings And Structures

Many of the buildings and structures that were built at Great Falls Tavern during the construction and operation of the canal and the aqueduct are no longer extant on the site. However, many that remain, retain their integrity and contribute greatly to the cultural landscape of the project area. These include the nineteenth-century aqueduct gatehouse, gatekeeper's house, and the tavern itself. None of these structures have been moved and changes made to their exteriors appear to be relatively minor. In addition, structures such as the canal locks, culverts, waste weirs and retaining walls also contribute to the overall integrity of the landscape. While they have been repaired often and may not always consist entirely of historic materials, they remain in their original location.

The ruins of the lockhouse located on the berm side at Lock 18 also contribute to the historic significance of the site. These ruins consist of the lower section of the brick walls and the foundation of the structure. They are not very stable and are overgrown with vegetation. There is a suggestion of a foundation located near Lock 17 on the berm side of the canal. Further research is needed to determine whether this is the site of the frame lock house that once stood here or a more modern building (Field Notes 2000).

Another contributing structure is the remains of the nineteenth-century fish ladder, which can be seen in the river from an Olmsted Island bridge. The aqueduct dam also contributes to the cultural landscape of the area. The dam has been reconstructed using modern materials but still has the same alignment as when originally constructed and maintains its original function.

Finally, despite the fact that at least two of the structures are partially reconstructed and are not accessible to visitors, the ruins of the buildings relating to the Maryland Mine preserve evidence of the industrial use of the Great Falls landscape.

The Historic Structures Report (Draft 2000) and the List of Classified Structures, as well as other studies documenting the canal, towpath, locks, and engineering structures describe in detail individual structures related to the C&O Canal. Descriptions of the aqueduct-related structures and buildings can be found in "The Washington Aqueduct" by Ways (1992) and in "A Preliminary Historical Study on the Area along the Maryland Shore of the Potomac at Great Falls during the Heyday of the C&O Canal by Jett and Young (1939). Detailed information on the Maryland Gold Mine ruins can be found in "Gold Veins near Great Falls, Maryland," USGS Bulletin No. 1286" by Reed and Reed (1969).

Many other buildings and structures exist on the site, but all have been built after the period of significance and are generally related to park maintenance and visitor accommodation. These buildings and structures are non-contributing and include the pedestrian bridge to Olmsted Island, the concession stand, entry kiosk, public restrooms, boiler house, employee housing, mule barn and various maintenance buildings.

Character-defining Features:

Feature: Boiler house.

Feature Identification Number: 97226

Type of Feature Contribution: Non-Contributing

IDLCS Number: 046620

LCS Structure Name: Boiler's House - Great Falls

LCS Structure Number: 014.27

Feature: Bypass flume-Lock 18

Feature Identification Number: 100879

Type of Feature Contribution: Contributing

IDLCS Number: 12728

LCS Structure Name: Bypass Flume - Lock #18

LCS Structure Number: 014.09A

Feature: Bypass flume-Lock 19

Feature Identification Number: 100880

Type of Feature Contribution: Contributing

IDLCS Number: 12730

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LCS Structure Name: Bypass Flume - Lock #19

LCS Structure Number: 014.17A

Feature: Canal retaining walls located within project area.

Feature Identification Number: 100881

Type of Feature Contribution: Contributing

Feature: Concession stand.

Feature Identification Number: 100882

Type of Feature Contribution: Non-Contributing

Feature: Culverts located within project area.

Feature Identification Number: 100883

Type of Feature Contribution: Contributing

Feature: Employee housing (2).

Feature Identification Number: 100884

Type of Feature Contribution: Non-Contributing

Feature: Entry station.

Feature Identification Number: 100885

Type of Feature Contribution: Non-Contributing

Feature: Fish ladders.

Feature Identification Number: 100886

Type of Feature Contribution: Contributing

Feature: Great Falls tavern

Feature Identification Number: 100887

Type of Feature Contribution: Contributing

IDLCS Number: 00148

LCS Structure Name: Great Falls Tavern

LCS Structure Number: 014.30B

Feature: Lock 17

Feature Identification Number: 100888

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Type of Feature Contribution: Contributing
IDLCS Number: 12724
LCS Structure Name: Lock #17
LCS Structure Number: 013.99

Feature: Lock 18
Feature Identification Number: 100889

Type of Feature Contribution: Contributing
IDLCS Number: 12727
LCS Structure Name: Lock #18
LCS Structure Number: 014.09

Feature: Lock 19
Feature Identification Number: 100890
Type of Feature Contribution: Contributing
IDLCS Number: 12729
LCS Structure Name: Lock #19
LCS Structure Number: 014.17

Feature: Lock 20
Feature Identification Number: 100891
Type of Feature Contribution: Contributing
IDLCS Number: 12731
LCS Structure Name: Lock #20
LCS Structure Number: 014.30

Feature: Maintenance buildings.
Feature Identification Number: 100892
Type of Feature Contribution: Non-Contributing

Feature: Maryland Mine ruins.
Feature Identification Number: 100893
Type of Feature Contribution: Contributing

Feature: Mule barn.

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Feature Identification Number: 100894

Type of Feature Contribution: Non-Contributing

Feature: Pedestrian bridge to Olmsted Island.

Feature Identification Number: 100895

Type of Feature Contribution: Non-Contributing

Feature: Public restrooms.

Feature Identification Number: 100896

Type of Feature Contribution: Non-Contributing

IDLCS Number: 046622

LCS Structure Name: Comfort Station - Great Falls

LCS Structure Number: 014.28

Feature: Pump house.

Feature Identification Number: 100897

Type of Feature Contribution: Non-Contributing

IDLCS Number: 046621

LCS Structure Name: Pump House - Great Falls

LCS Structure Number: 014.29

Feature: Ruins of lockhouse at Lock 18.

Feature Identification Number: 100898

Type of Feature Contribution: Contributing

IDLCS Number: 012971

LCS Structure Name: Lockhouse - Lock #18 - Ruins

LCS Structure Number: 014.09B

Feature: Washington Aqueduct Gatekeeper's house.

Feature Identification Number: 100899

Type of Feature Contribution: Contributing

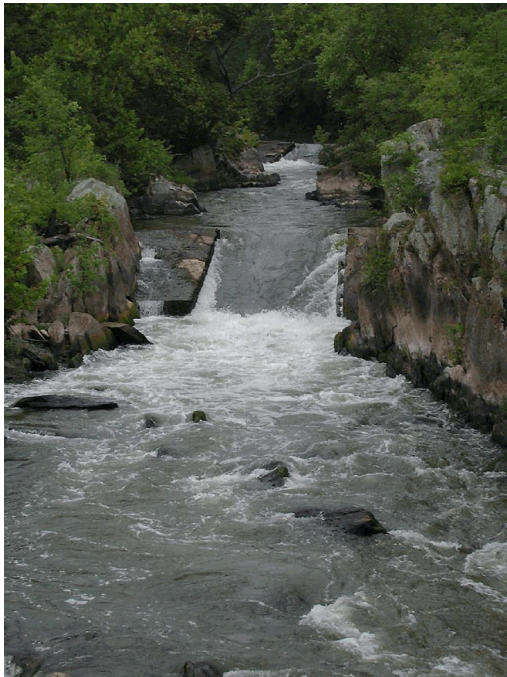
IDLCS Number: 047557

LCS Structure Name: Washington Aqueduct, Gate Keepers House

LCS Structure Number: 014.38

Feature: Wasteweir at Lock 20.
Feature Identification Number: 100900
Type of Feature Contribution: Contributing
IDLCS Number: 12732
LCS Structure Name: Wasteweir
LCS Structure Number: 014.34

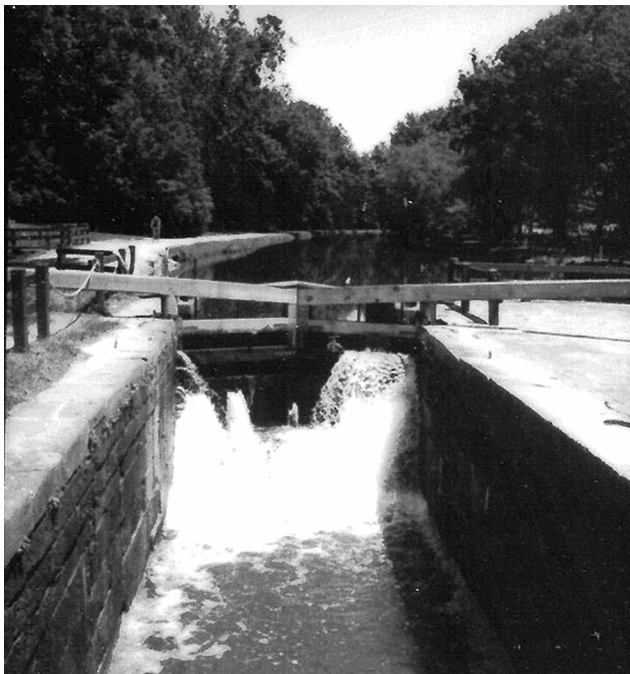
Landscape Characteristic Graphics:



View of the nineteenth-century fish ladder (2001).



The tavern, west façade (2000).



Lock 20, looking north (2000).



Lock 20, looking south. Note replica canal boat heading for lock (2000).



CCC constructed pump house located northeast of the tavern (2000).



Nineteenth-century gatehouse, Washington Aqueduct. Note concrete mile-marker in lower right (2000).

Circulation

The circulation at Great Falls Tavern, both pedestrian and vehicular, is largely derived from the topography of the landscape and the construction of the canal and the aqueduct. The primary pedestrian routes are the canal towpath and the various trails in the Gold Mine Tract on the hillside east of the tavern. While there have been changes over time, the historic circulation of the area retains partial integrity.

Before construction of the C&O Canal in 1828, access to the vicinity of Great Falls may have been largely via the river, since no primary road to the area has been identified. It is likely that the nineteenth-century “Old Rockville Road” followed the route of an earlier road. This route connected Great Falls to Rockville, the seat of Montgomery County, as well as to River Road, a major route between Washington, D.C. and western Maryland (Meigs map 1858, Donn map 1861, Martenet and Bond map 1865). A trace of the “Old Rockville Road” remains extant as an open flat area to the northeast of the current park entrance circle. The lane which currently runs along the east side of the lower parking lot and then behind the tavern toward Lock 19 is also historic, because it was constructed by the Canal Company in the 1830s (Jett and Young 1939:29). A major change in circulation came about with the construction of the Conduit Road extension in the 1870s. The building of this extension led to the abandonment of the portion of the “Old Rockville Road” where the two ran roughly parallel (Jett and Young 1939: 28). The Conduit Road extension became the primary access road to Great Falls, the aqueduct and the tavern. Its alignment has changed little since the Corps of Engineers widened it in 1893 (Ways 1992:78). This road remains in use as the park entry road. None of the roads or lanes within

the project area are currently surfaced with historic materials.

The C&O Canal and towpath are the other major circulation features within the project area. Both are located on their historic alignments. Due to repeated flood damage, the material of the towpath has been replaced and repaired often. The current towpath material (shale and bankrun gravel) differs somewhat from the historic fabric. The canal towpath was originally constructed from the soil removed in order to build the prism. It also differs in its lack of vegetation (grass). The canal prism has also been periodically repaired.

Other circulation features include the remains of the trolley-track bed – now evident as trails - located on the high ground east of the tavern. An abandoned road, possibly macadamized, is sited between the trolley track bed and the intersection of Macarthur Boulevard and the park entry road. The construction date and purpose of this road are unclear. It first appears on maps in the early twentieth century, but it may be aqueduct-related and therefore may date to the late nineteenth century (R.L.D. map 1918, USGS map circa 1920). The trolley track bed and many of the hillside trails date at least to the early twentieth century (Offutt 1995:260-261; R.L.D. map 1918). Some of the hillside trails may relate to mining activity or lumbering, or may have been developed specifically for tourism. Further research on the various roads, traces and trails is needed.

The parking lots and most of pedestrian paths in and around the tavern date to the latter part of the twentieth century and are non-contributing. The curbed concrete access road between the Old Gatehouse and comfort station was built in the 1950s. The southern, unpaved portion parallels the alignment of an earlier path to non-extant structures. It is used by Washington Aqueduct site managers and NPS staff to cross the Canal to the towpath at Lock 19.

Character-defining Features:

Feature: "Old Rockville Road" trace.

Feature Identification Number: 100901

Type of Feature Contribution: Contributing

Feature: Abandoned road (possibly macadamized).

Feature Identification Number: 100902

Type of Feature Contribution: Contributing

Feature: Concrete access lane east of the tavern.

Feature Identification Number: 100904

Type of Feature Contribution: Non-Contributing

Feature: Brick walk west of the tavern.

Feature Identification Number: 100903

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Type of Feature Contribution: Contributing

Feature: Entry Road (portion of historic Conduit Road).

Feature Identification Number: 100905

Type of Feature Contribution: Contributing

Feature: Historic hillside trails.

Feature Identification Number: 100906

Type of Feature Contribution: Contributing

Feature: Parking lots, entry circle, pedestrian paths near tavern.

Feature Identification Number: 100907

Type of Feature Contribution: Non-Contributing

Feature: Stone and slate walks east of the tavern.

Feature Identification Number: 100908

Type of Feature Contribution: Contributing

Feature: Towpath

Feature Identification Number: 100909

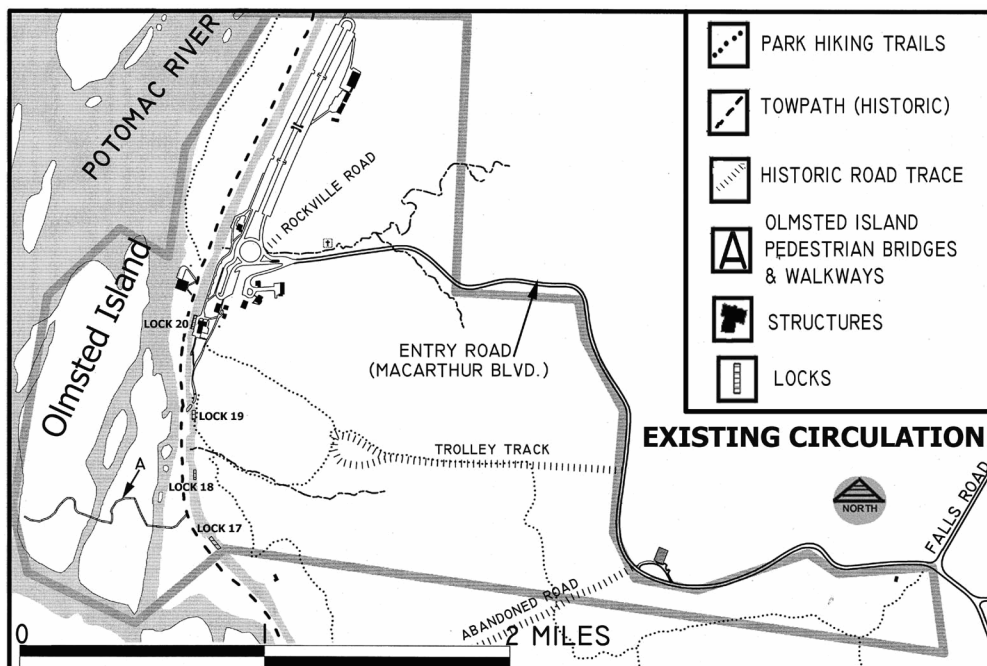
Type of Feature Contribution: Contributing

Feature: Trolley track bed.

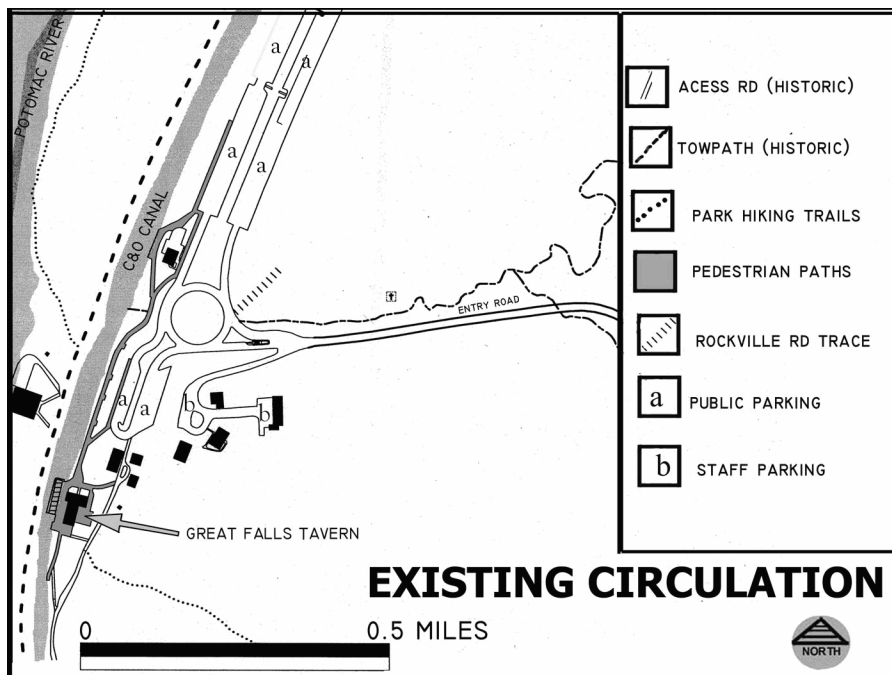
Feature Identification Number: 100910

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:



Circulation Map I



Circulation Map II



Portion of the 1918 R.L.D. recreational trail map. Note the trolley line, Conduit Road and many pedestrian trails.



View of the trolley turnaround (The Loop), date unknown.



View of access lane behind tavern looking south towards Lock 19. Note change in material from concrete to gravel/dirt.

Cluster Arrangement

Cluster arrangement at Great Falls Tavern has been determined largely by the routes of the canal and the Conduit Road extension (now the park entry road). Prior to the construction of the Conduit Road, the cluster arrangement at Great Falls Tavern was located parallel to the canal and oriented in a linear fashion. With the coming of the aqueduct and the Conduit Road extension this arrangement shifted. Aqueduct related structures and those relating to the development of mining tended to be oriented to the Conduit Road rather than to the canal.

Currently, there are three building clusters within the project area. These are the maintenance yard; the park offices, housing and mule barn on the hillside east of the tavern; and the buildings located parallel and adjacent to the canal. The cluster of buildings along the canal is the only one that contributes to the historic integrity of the landscape. While it includes several non-historic buildings, their orientation, as well as the orientation of the historic buildings and structures, remains true to the linearity of the site generated by the importance of the canal.

Character-defining Features:

Feature: Canal cluster.

Feature Identification Number: 100911

Type of Feature Contribution: Contributing

Feature: Hillside cluster.

Feature Identification Number: 100912
Type of Feature Contribution: Non-Contributing
Feature: Maintenance yard cluster.
Feature Identification Number: 100913
Type of Feature Contribution: Non-Contributing

Constructed Water Features

The Great Falls Tavern cultural landscape contains constructed water features that retain their integrity and contribute greatly to the significance of the site. These include the C&O Canal prism, bypass flumes, conduits and retaining walls. While they have been extensively repaired due to flood damage, they retain their integrity.

The canal-related features are thoroughly described in the NPS List of Classified Structures as well as in other studies documenting the canal, towpath, locks, and other engineering structures (Unrau 1975 several volumes, Jett and Young 1939, J.R. Prentice 1974). Descriptions of the aqueduct-related structures can be found in Ways (1992) and Jett and Young (1939).

Character-defining Features:

Feature: By-pass flumes.
Feature Identification Number: 100914
Type of Feature Contribution: Contributing
Feature: Canal prism.
Feature Identification Number: 100915
Type of Feature Contribution: Contributing
IDLCS Number: 046567
LCS Structure Name: Mile 14-15, Canal Prism
LCS Structure Number: 014.01
Feature: Lock 20 waste weir.
Feature Identification Number: 100916
Type of Feature Contribution: Contributing
IDLCS Number: 012732
LCS Structure Name: Wasteweir
LCS Structure Number: 014.34

Landscape Characteristic Graphics:



Lock 19 bypass flume (2000).

Land Use

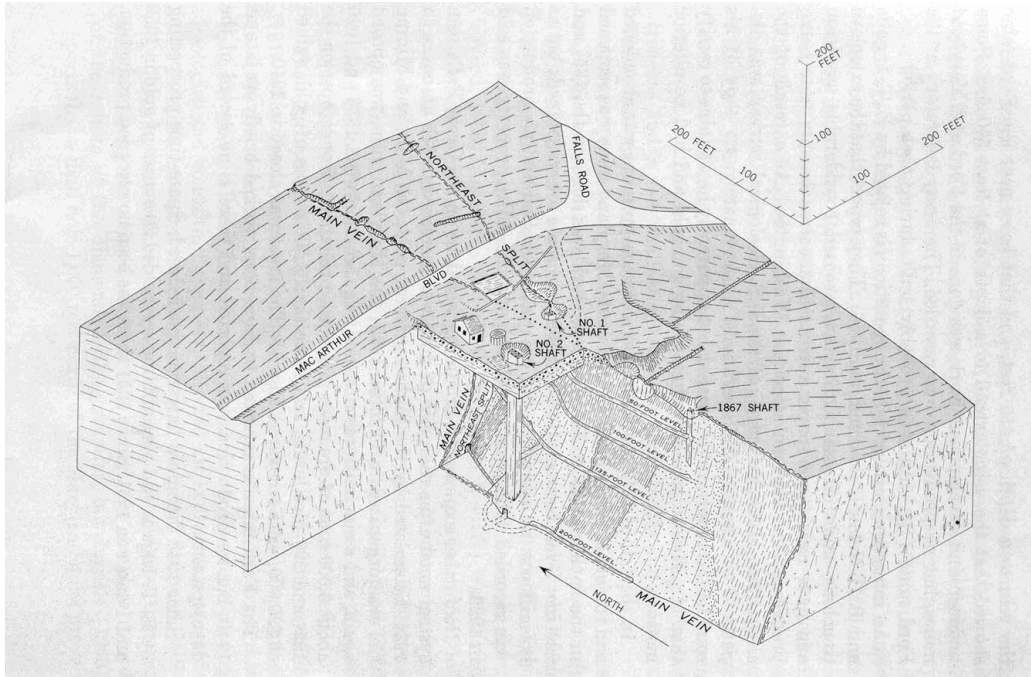
The principal activities that have shaped the landscape at Great Falls Tavern are commercial and industrial. Historically, the construction and operation of the C&O Canal and the Washington Aqueduct have had the most significant impact on land use in the project area. Mining and recreation have also played a role. More recent land use includes vehicular parking, mule pasturing, park maintenance, picnicking, hiking, and bicycling.

Many features of the C & O Canal and the Washington Aqueduct remain intact and in use within the project area. While the purpose of the canal is no longer commercial, it continues to function as a canal for interpretive and recreational purposes. While many of the aqueduct structures no longer serve their original purpose, their presence is important in understanding past land use. The aqueduct continues to operate from the project area using a new intake building and the original tunnels. Mining operations on the site have ended, but many landscape features remain, including surface trenches, prospect pits, spoil heaps and structures. These should be preserved as important reminders of this past land use. Finally, evidence of now obsolete transportation modes - for instance the trolley road trace and turn-around - still exist in the landscape.

Integrity of land use at Great Falls Tavern has been diminished due to the loss of the industrial purpose of the site. Virtually all land use within the project area is now related to interpretation and recreation. The only exception to this is the use of the intake structure for the Washington Aqueduct. Non-historic elements created to support modern recreational uses, such as the

parking lot closest to the tavern and the mule pen and maintenance yard, also impact the scene. The mule pen and maintenance yard, which are well-screened have a less negative impact than the parking lot, which infringes on the historic scene nearest the tavern.

Landscape Characteristic Graphics:



A schematic drawing of the Maryland Mine (Reed and Reed 1969).



Current land use includes pasture for park mules (2000).

Natural Systems And Features

The project area lies entirely within the piedmont plateau of the Potomac River valley. The geological composition of the area is characterized by metamorphic, sedimentary and igneous rock types, mainly mica schist, metagraywacke, amphibolite, granite and lamprophyre. Several small gold veins run through some of the quartz and lamprophyre deposits. Two types of soil predominate, transported alluvial soils in the floodplain areas and residually formed upland soils (NPS 1979:23).

Just above the falls, the river is broad and placid and contains islands composed of sand and gravel. Conn's Island is a large island of this type located in the northern end of the project area. Below Conn's Island, the river flows within a series of narrow channels dropping forty feet in about two hundred yards and about seventy-six feet over two-thirds of a mile. The Great Falls are actually a series of cascades that formed when the river downcut its valley during a drop in sea level in the last Ice Age (Reed et al 1980:4; NPS 1979:25; MD Geological Society 2000). Numerous sparsely- vegetated islands are located in the river below the falls as well. They are rocky with jagged edges, crevices and outcrops. Olmsted Island (known as Falls Island until the 1960s) is of this type.

Great Falls Tavern lies entirely within the watershed of the Chesapeake Bay. In addition to the Potomac River, which runs predominately north/south through the site, there are several streams that flow into the river (or the canal). With the exception of the Carroll Branch, all are intermittent. Prior to the suburban development of the late twentieth century, the Carroll Branch appears to have been a larger stream. When the NPS built the current traffic circle the

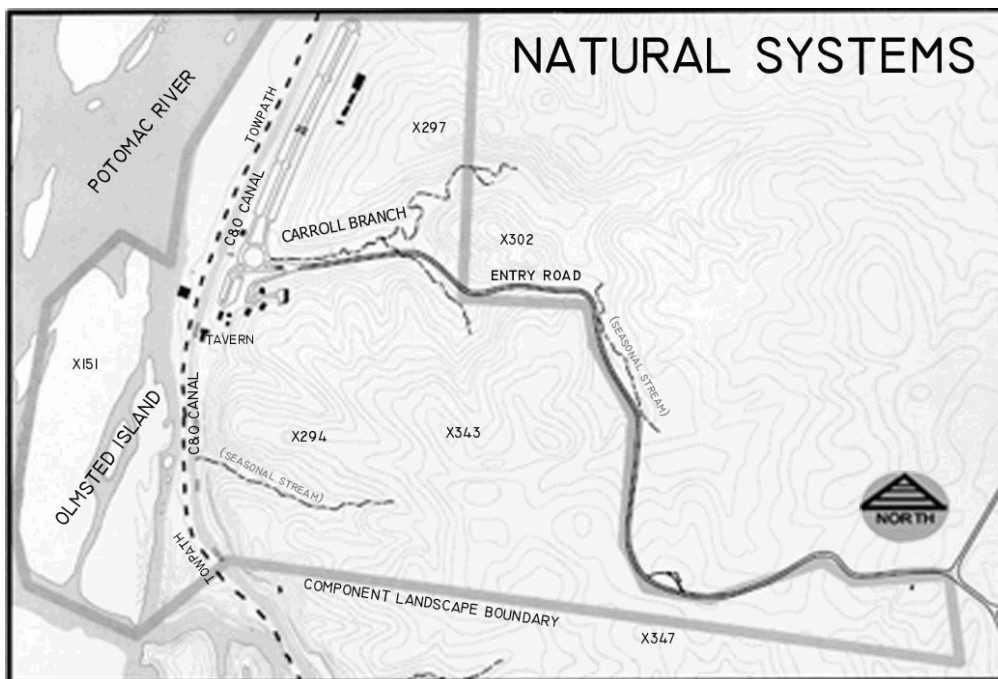
stream was culverted underneath the asphalt, where it still empties into the canal.

The flood cycle of the Potomac River had and continues to have, a significant impact on Great Falls Tavern. Since the construction of the C&O Canal in 1828, there have been at least a dozen floods that have caused major damage within the project area. More than one hundred-twenty-five Potomac River floods are on record between 1829 and 1996 (Shaffer 1997:124-129).

The climate of the project area is humid, temperate and continental, with temperatures ranging from a high of 95 degrees Fahrenheit in summer to a low of 17 degrees Fahrenheit in winter. Rains are slow and steady in spring and fall, with some intense thunderstorms in summer. Hurricanes have occasionally caused heavy damage in the area, most recently by Hurricane Fran in 1996 (NPS 1979:23, NPS comments on GFT CLI 2002).

The Potomac River and the falls have had a major influence on the project area. The Chesapeake and Ohio Canal was designed to provide access to the upper Potomac River Valley and the placement of the canal was determined by the characteristics of the river. The number of locks in the project area is a direct result of the need to overcome the obstacle of the falls. In addition, the attraction of the falls as a great natural wonder has resulted in the development of hiking trails on the hillside above the river and bridges to provide access to views of it. The gold mine shafts and related structures are other cultural features that developed in response to the natural environment of the project area.

Landscape Characteristic Graphics:



Small Scale Features

Contributing small scale features include: two concrete mile markers, one located near the tavern and one on the north side of the entry road; the gravestone remnants in the cemetery; many small concrete Washington Aqueduct boundary markers; Washington Aqueduct concrete fence posts, quarry sites relating to canal construction; historic graffiti cut into stones of the Locks 17 and 19, and various earth works (trenches, adits, spoil heaps, pits) relating to mining activity in the area.

Many of the small scale features located on the landscape of Great Falls Tavern are associated with visitor services and were placed on the site by the National Park Service. These features do not contribute to the historic significance of the site. Examples include: brown wooden entry and information signs; metal warning signs; interpretive waysides; contemporary light standards; benches, picnic tables, and information kiosks. Another non-contributing feature is the white picket fence surrounding the tavern on its north and east side. While historic photographs (circa 1900) depict a fence of this type, it is not clear that it was as extensive as the modern reconstruction.

Character-defining Features:

Feature: Benches.

Feature Identification Number: 100917

Type of Feature Contribution: Non-Contributing

Feature: Concrete boundary markers (Washington Aqueduct).

Feature Identification Number: 100918

Type of Feature Contribution: Contributing

IDLCS Number: 047570

LCS Structure Name: Washington Aqueduct Survey Markers

LCS Structure Number: 014.40B

Feature: Concrete fence posts (Washington Aqueduct).

Feature Identification Number: 101691

Type of Feature Contribution: Contributing

Feature: Concrete mile markers (D.C 9 M and D.C. 10 M)

Feature Identification Number: 101692

Type of Feature Contribution: Contributing

Feature: Contemporary lamp standards.

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Feature Identification Number: 101693
Type of Feature Contribution: Non-Contributing
Feature: Entry and wooden information signs.
Feature Identification Number: 101694
Type of Feature Contribution: Non-Contributing
Feature: Gravestones.
Feature Identification Number: 101695
Type of Feature Contribution: Contributing
IDLCS Number: 047830
LCS Structure Name: Washington Aqueduct, Headstone
LCS Structure Number: 014.40
Feature: Historic graffiti cut into stones at Locks 19 and 17.
Feature Identification Number: 101696
Type of Feature Contribution: Contributing
Feature: Message kiosks.
Feature Identification Number: 101697
Type of Feature Contribution: Non-Contributing
Feature: Mining features such as adits, prospect trenches and pits, and spoil heaps.
Feature Identification Number: 101698
Type of Feature Contribution: Contributing
Feature: Picket fence around tavern.
Feature Identification Number: 101699
Type of Feature Contribution: Non-Contributing
Feature: Picnic tables.
Feature Identification Number: 101700
Type of Feature Contribution: Non-Contributing
Feature: Post and chain fences.
Feature Identification Number: 101701

Type of Feature Contribution: Non-Contributing

Feature: Quarry sites.

Feature Identification Number: 101702

Type of Feature Contribution: Contributing

Feature: Water fountains.

Feature Identification Number: 101703

Type of Feature Contribution: Non-Contributing

Landscape Characteristic Graphics:



Mule paddock with cement fence posts. These posts mark the former reservation boundary of the Army Corps of Engineers and may date to the early twentieth century (2000).



This concrete mile marker is located on the north side of the entry road and dates to the early twentieth century (2000).



The entrance sign to Great Falls (2000).



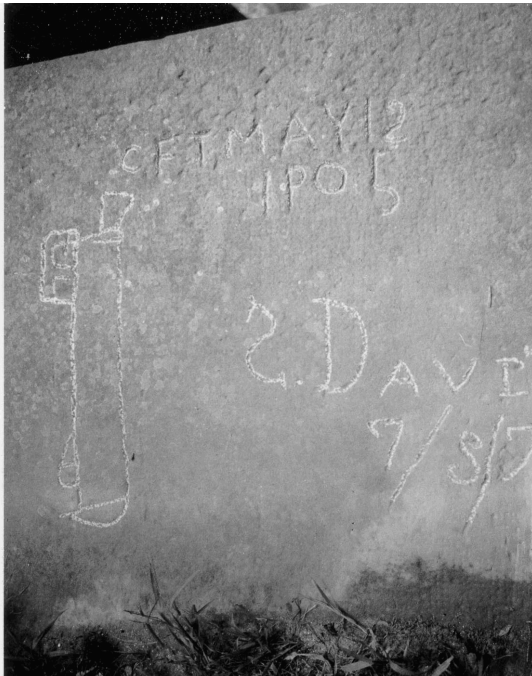
A trail marker (2000).



A wayside panel near the Maryland Mine (2000).



The most intact gravestone remaining in the cemetery. It reads Sacred To The Memory of Matthew Raynor Stone Cutter of Pudsey, Yorkshire, England, who Died July 13th 1855 Aged 25 years"(2001).



Early twentieth-century graffiti from Lock 17. Includes names and dates, as well as a drawing of a canal boat (1974).

Spatial Organization

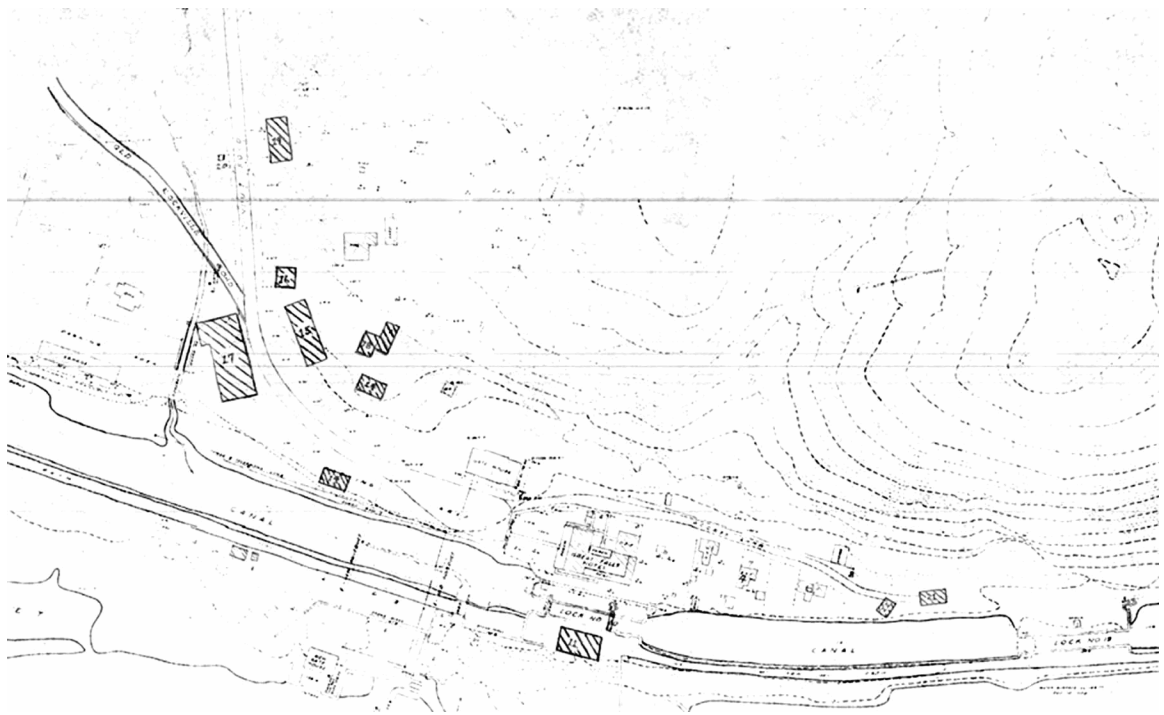
Although influenced by topography and natural systems, the spatial organization of Great Falls Tavern results primarily from the construction of the C&O Canal and the Washington Aqueduct. Generally, the current locations of circulation systems, land boundaries, and vegetation are linear and oriented parallel to the canal and river.

Much of the nineteenth-century development associated with the C&O Canal reinforced this linear arrangement. Very little flat cleared land existed on either side of the canal below Lock 20. Lockhouses such as those at Locks 18, 19 and 20 faced the canal with little connection to the adjacent landscape to the east, which is generally a steep bluff. Maintenance yards and buildings were likewise built parallel to the waterway in order to take advantage of the relatively narrow spaces on either side of the canal. When non-canal related commercial development did take place (such as Garrett's store), it also followed this linear pattern (Meigs 1858; Young and Jett [map] 1939).

The construction of the Washington Aqueduct and the Conduit Road extension (circa 1875), the operation of the trolley line (1912-1921) and the development of gold mining led to a slight change in spatial organization at the site. Dwellings and mine-related structures were oriented towards the Conduit Road (the current park entry road), as were many of the buildings relating to the Washington Aqueduct, but the linear spatial arrangement remained historically dominant. This pattern continues today.

Within an overall pattern of linearity, however, varying land use and ownership led to internal patterns of separation. Fences and boundary markers demarcated the aqueduct compound. Remnants of both remain extant in the landscape. Fences were also employed in the historic period to create private and public space around the tavern and canal. The current interpretive focus of NPS management, which centers on the canal, also reinforces the linear aspects of the site.

Landscape Characteristic Graphics:



This 1939 map of the project area illustrates the relationship of the various structures within the project area to the canal and the roads. The striped buildings were no longer extant in 1939.

Topography

The topography of the project area consists of gently sloping forest land, high river bluffs, and floodplain. The highest point at Great Falls Tavern is approximately three hundred feet above sea level and is located near the remains of the trolley turnaround. The bluffs overlooking the river near Lock 17 are at an elevation of about two hundred feet. The lowest point, about 150 feet above sea level, is on the floodplain just south of the aqueduct dam. The riparian area above the falls consists of flat floodplain. Below, the land slopes down a steep embankment to a rocky shore.

The construction of the canal altered the topography of the project area. The canal prism and towpath create a flat area adjacent to the river shore. Above the falls, there is an area of floodplain located between the towpath and river. The elevational difference between these two is small. However, below the falls, the towpath and canal prism are located between ten and fifty feet above the river. Another change to the topography resulted from quarrying during canal construction. One quarry is located on the hillside above Lock 19 and several others are located on the hillside near Lock 17.

Mining-related operations, most dating to the early twentieth century, have left behind many earthworks in the landscape. These include surface exploration trenches and pits, adits, deeply sunk mine shafts and spoil heaps. These are located on the Gold Mine Tract. Most are located near the intersection of Falls Road and Macarthur Boulevard, in the wooded area behind the

maintenance yard and along the north side of Carroll Branch.

The construction of the aqueduct tunnel and intake may have resulted in topographical changes. Further research is necessary to determine the exact nature of these changes. The park entry road, formerly part of historic Conduit Road, contains deeply cut sections. The early twentieth-century trolley line also involved major earth moving. The line of the track and turnaround is clearly defined in the woods above the tavern by a road trace that includes areas of cutting and fill, where the track was laid atop a high berm. The berm averages between 6-8 feet high and the cut depth ranges from three feet to about five feet.

The historic topography of the project area remains largely intact. In the development of the upper parking lot, however, the NPS has altered the topography by cutting back into the hillside below where the aqueduct gatekeeper's house, mule pasture and modern residences are located (Field Notes 2000). This cut extends to the east of the flat area just north of the tavern. The entry road was also slightly realigned in the 1960s, but the changes appear to have been minor (TIC files).

Vegetation

Historically the native plant communities at Great Falls Tavern were very similar to those that exist today. There are four general categories of vegetation at the site. These are flood plain vegetation, upland vegetation, mid-river island vegetation, and introduced plantings.

The flood plain vegetation located within the project area is comprised of native species and exotic species. The predominant native species are sycamore (*Platanus occidentalis*) and green ash (*Fraxinus pennsylvanica*). Also included are elm (*Ulmus* sp.), boxelder (*Acer negundo*), silver maple (*Acer. saccharinum*), cottonwood (*Populus deltoides*), and American hornbeam (*Carpinus caroliniana*) (Reed et al. 1980:21). Field survey has also revealed the presence of river birch (*Betula nigra*) and the understory tree, service berry (*Amelanchier arborea*). These same species would have been present during the period of significance. When the canal was built, the towpath was planted in grass and Arrow arum was planted along the sides of some areas of the canal bank in an attempt to reduce erosion. As with the native species, grass and Arrow arum are still found along the canal.

Native tree species predominate in the upland areas located east and northeast of the tavern. White and black oak (*Quercus alba*, *Q. velutina*), red, scarlet and chestnut oak (*Q. rubra*, *Q. coccinea*, *Q. prinus*), Eastern red cedar (*Juniperus virginiana*) and yellow poplar (*Liriodendron tulipifera*) (Reed et al. 1980:21) are found as well as American beech (*Fagus grandifolia*), black walnut (*Juglans nigra*), maple (*Acer* sp.), choke cherry (*Prunus virginiana*), sumac (*Rhus* spp.), mountain laurel (*Kalmia latifolia*), locust (*Robinia pseudoacacia*) and sassafras (*Sassafras albidum*) (Field Notes 2000). These same species would have been present in the historic period. Field survey also revealed wild grape (*Vitis* sp.) and blueberry (*Vaccinium* sp.), barberry (*Berberis* sp.), boxwood (*Buxus* sp.), forsythia (*Forsythia* sp.), and holly (*Ilex* sp.) within the upland area. Some of these species have escaped into the woods from the tavern area or these trees, shrubs and vines may mark abandoned dwelling sites. Further research is

needed in order to determine whether they were planted during the period of significance.

A unique indigenous plant community is found on the mid-river islands. As the Potomac River cut a gorge into the formerly broad river plain, a micro-environment of high rock terrace developed. Periodic floods that remove soil and stunt tree growth scour mid-river islands, such as Olmsted Island. The typical trees of the flood plain top out at 30-40 feet and this allows small open glades to develop. These glades support plant life similar to that found on mid-western prairies and Canadian forests. Species found on the islands include Indian grass (*Sorghastrum nutans*) and wild oats (*Chasmanthium latifolium*). The island's dominant oak species, post oak (*Quercus stellata*) grows well in dry areas with poor soil. In addition to the prairie-like micro-environment, a wetland environment also exists on Olmsted Island. Depressions on the island trap rain and flood waters and the standing water create a wetland habitat. Swamp-loving species such as pin oak (*Quercus palustris*), swamp white oak (*Quercus bicolor*), river birch (*Betula nigra*), Halberd-leaved rosemallow (*Hibiscus militaris*), buttonbush (*Cephalanthus occidentalis*) and water-hyssop (*Mecardonia acuminata*) thrive. As with the upland and flood plain vegetation, the island vegetation would have been the same during the period of significance. (Information on the island vegetation is taken from the NPS waysides located on Olmsted Island.)

During the period of significance, there was little if any cropland within the project area. It is likely that some decorative species such as lilac (*Syringa* sp.) and a kitchen garden were planted, but no evidence of these remain.

The existing introduced plantings of both native and non-native vegetation date from the period of NPS management and therefore fall outside the period of significance (TIC Files Planting Plans 1950, 1974). Trees have been planted to screen the maintenance yard and the building cluster located on the hill above the tavern. In addition, the NPS has planted trees in the medians between the parking areas and along the berm side of the canal. Species planted as screen and in the medians include: white pine (*Pinus strobus*), scotch pine (*Pinus sylvestris*), American linden (*Tilia americana*), holly (*Ilex* sp.), service berry (*Amelanchier arborea*), willow oak (*Quercus phellos*), flowering dogwoods (*Cornus* sp.), eastern redbud (*Cercis canadensis*), American basswood (*Tilia americana*), boxelder (*Acer Negundo*), yellow-wood (*Cladrastis lutea*), blackhaw viburnum (*Viburnum prunifolium*), American elm (*Ulmus americana*), silver maple (*Acer saccharinum*), black walnut (*Juglans nigra*), and paper mulberry (*Broussonetia papyrifera*) (Field Notes 2000; Trees Around the Great Falls Tavern Visitor Center, NPS Brochure). Herbaceous plantings near the tavern include perennials - geranium, hosta, spiderwort, and sage. The shrub, Japanese pieris (*Pieris japonica*), has been planted in containers located on either side of the north entrance to the tavern. The enclosed yard east of the tavern contains lilac, rose of sharon, peonies, iris, and boxwood. An herb garden developed in the 1990s includes wormwood, lavender, mint, chives, lemon verbena as well as roses and ferns (Field Notes 2000).

It is not known whether any individual plants or trees that date to the period of significance survive within the project area. However, the preservation of native and introduced species that serve to define the visitor experience is important. These include the native flood plain and upland vegetation, as well as the grassed sections along the towpath and the Arrow arum (*Peltandra*) growing along the canal wall north of the tavern. Invasives such as *ailanthus* and trumpet vine should be discouraged.

Character-defining Features:

Feature: Arrowhead (Arrow Arum) on canal wall, north of Lock 20.

Feature Identification Number: 101704

Type of Feature Contribution: Contributing

Feature: Grass along towpath.

Feature Identification Number: 101705

Type of Feature Contribution: Contributing

Feature: Herbaceous plantings near tavern.

Feature Identification Number: 101706

Type of Feature Contribution: Non-Contributing

Feature: Native species located in flood plain, upland areas, and on Olmsted Island.

Feature Identification Number: 101707

Type of Feature Contribution: Contributing

Feature: Non-native tree species where illustrative of historic house sites.

Feature Identification Number: 101708

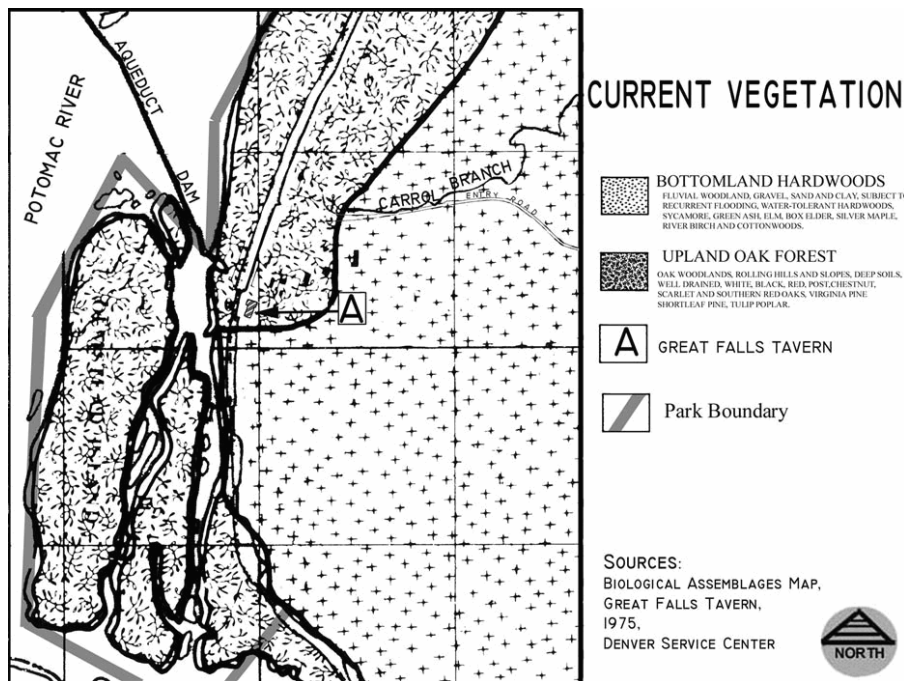
Type of Feature Contribution: Contributing

Feature: Non-native tree species.

Feature Identification Number: 101709

Type of Feature Contribution: Non-Contributing

Landscape Characteristic Graphics:



Views And Vistas

There are four contributing views at Great Falls Tavern. The view of the falls themselves has drawn people to the project area since at least the early nineteenth century. This view can only be obtained from one of the river islands. The Canal Company recognized the importance of the falls view when it expanded Lockhouse 12 to include space for a hotel and tavern. A pedestrian bridge out to Falls Island was built as early as 1880. This view remains accessible to the public via the twentieth-century pedestrian bridges to Olmsted Island. A second contributing view is that of Mather Gorge, the towpath, canal and the river from the hillside above Lock 17. It is visible from the park hiking trails. This view has been an important draw for visitors to Great Falls since at least the early twentieth century (R.L.D Map: 1918: Corless 1981: 95). The third is the view seen when traveling north or south along the towpath, which has changed little since the nineteenth century. Lastly, the most common view is that of the north side of the tavern as seen from the towpath looking south. The building has been photographed often from this spot throughout the historic and modern periods, and since the setting retains only partial integrity, so does the view.

The one non-contributing view is that from the roof of the new water intake structure constructed by the Corps of Engineers for the Washington Aqueduct in 1967.

Character-defining Features:

Feature: View of Great Falls from the overlook platform on Olmsted Island.

Feature Identification Number: 101710

Type of Feature Contribution: Contributing

Feature: View of the canal, towpath, Mary's Wall, Mather Gorge, and the river, from the hillside trails above Lock 17.

Feature Identification Number: 101711

Type of Feature Contribution: Contributing

Feature: View of the north facade of the tavern from the towpath looking south.

Feature Identification Number: 101712

Type of Feature Contribution: Contributing

Feature: View of the river from the roof of the new Washington Aqueduct Intake building.

Feature Identification Number: 101713

Type of Feature Contribution: Non-Contributing

Feature: Views north and south along the towpath.

Feature Identification Number: 101714

Type of Feature Contribution: Contributing

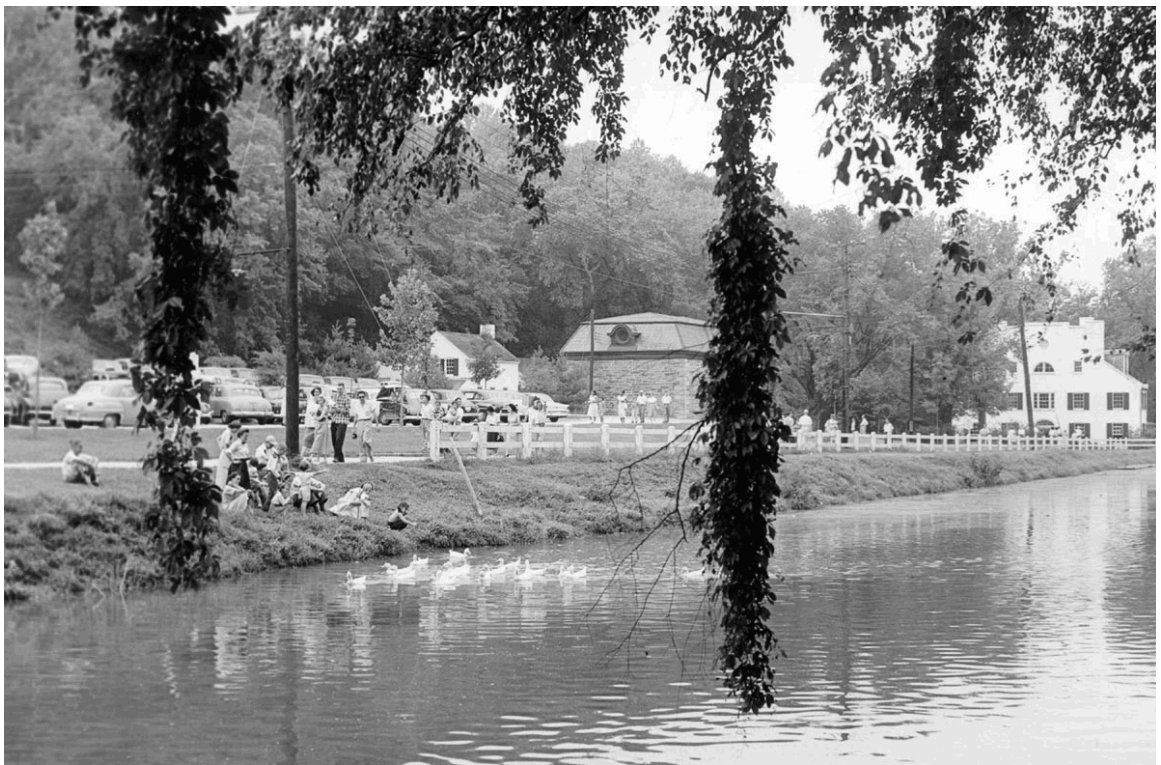
Landscape Characteristic Graphics:



Wooden bridge across Great Falls, date unknown.



View of the canal, towpath, the top of Mary's Wall and the Potomac River (Rocky Islands) from the hillside above Lock 17(2000).



View of tavern and canal, circa 1953.



View of tavern and canal circa 1975.



View of Lock 20, and the tavern (2001).



View of Great Falls from the overlook platform on Olmsted Island (2001).



Overlook platform and Olmsted commemorative plaque (2001).

Condition

Condition Assessment and Impacts

Condition Assessment: Fair

Assessment Date: 05/19/2004

Condition Assessment Explanatory Narrative:

The Assessment Date refers to the date that the park superintendent concurred with the Condition Assessment. The Date Recorded information refers to the date when condition was first assessed by the author of the report.

Condition Assessment: Fair

Assessment Date: 09/23/2010

Condition Assessment Explanatory Narrative:

Condition was re-evaluated in FY2010. Condition assessment date is the date the latest concurrence memo was signed by the park superintendent.

Once the current construction project is completed, the landscape is likely to be in good condition.

Impacts

Type of Impact: Adjacent Lands

External or Internal: External

Impact Description: The area located to the north of entry drive is in private ownership. Some houses have been built within sight of the road, but are screened by leafy vegetation most of the year. Development too near the road would have a negative effect on the historical scene.

Type of Impact: Deferred Maintenance

External or Internal: Internal

Impact Description: Deferred maintenance by the National Park Service has led to deterioration of certain buildings. These include the gatekeeper's house, and the ruins of the lock house at Lock 18.

Type of Impact: Erosion

External or Internal: Internal

Impact Description:	Erosion is a problem along the towpath, especially on the river side
Type of Impact:	Flooding
External or Internal:	External
Impact Description:	Periodic floods impact the towpath, canal prism, locks, and tavern
Type of Impact:	Operations On Site
External or Internal:	Internal
Impact Description:	The recently constructed comfort station, due to its size and placement impacts the understanding of the historic spatial organization of the site. This is true in spite of the fact that it was placed in an area already altered by the construction of a modern parking lot. The widening of the entry road and the repaving of the parking lot is having a negative impact on the site as it disrupts the historic circulation of project area. This impact is temporary. (2010)
Type of Impact:	Neglect
External or Internal:	Internal
Impact Description:	The cemetery, with several existing gravestones, should be mapped and existing historic features stabilized.
Type of Impact:	Vegetation/Invasive Plants
External or Internal:	Both Internal and External
Impact Description:	Invasives threaten the integrity of historic vegetation and the structural stability of the ruins at Lock 18.
Type of Impact:	Visitation
External or Internal:	Internal
Impact Description:	Some efforts to accommodate visitors threaten the historic integrity of the site.

Stabilization Costs

Landscape Stabilization Cost: 3,000.00

Level of Estimate: C - Similar Facilities

Cost Estimator: Regional Office

Landscape Stabilization Cost Explanatory Description:

Stabilization cost breakdown: LCS: tavern:\$2000, one mile of towpath:\$2000, Lock 18 ruins:\$1000, one gravestone:\$500, aqueduct gatekeeper's house:\$1000. Total LCS:\$6500. LCS cost estimate dates range from 1993-1995. All structural cost estimate information as per latest LCS data (1998). Landscape (Other): Graveyard (includes mapping, vegetation removal and stabilization of additional gravestones): \$3000, Brick paving repair: costs to be determined. Landscape (Other) cost estimate date 2001.

Treatment

Treatment

Approved Treatment: Undetermined

Approved Treatment Document Explanatory Narrative:

No approved cultural landscape treatment document currently exists.

Approved Treatment Costs

Landscape Approved Treatment Cost Explanatory Description:

An Historic Structures Report for Great Falls Tavern is in process. There is currently no approved treatment for historic structures or landscape features.

Bibliography and Supplemental Information

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Year of Publication:	1937
Source Name:	CRBIB
Citation Number:	014518
Citation Author:	Jett, T. Sutton// Young, Rogers W.
Citation Title:	A Preliminary Historical Study on the Area along the Maryland Shore of the Potomac at Great Falls during the Heyday of the Chesapeake and Ohio Canal, 1858-1880
Year of Publication:	1939
Source Name:	CRBIB
Citation Number:	010553
Citation Author:	Sanderlin, Walter S.
Citation Title:	A Study of the History of the Potomac River Valley
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Citation Number:	000959
Citation Location:	U.S. Department of the Interior, National Park Service
Citation Author:	National Heritage Corporation
Citation Title:	Archaeological Excavation of Lockhouse 18
Year of Publication:	1976
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Citation Number:	015625
Citation Author:	Staff
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Year of Publication:	1979
Source Name:	CRBIB
Citation Number:	450178
Citation Author:	Staff
Citation Title:	Development Concept Plan, C&O Canal National Historical Park, Great Falls, Maryland
Source Name:	CRBIB
Citation Number:	450180
Citation Author:	Prentice, Joseph R.
Citation Title:	Draft of Index to C&O by Levels
Year of Publication:	1974
Source Name:	CRBIB
Citation Number:	015450
Citation Author:	Parsons, John G.
Citation Title:	General Plan, Chesapeake & Ohio Canal National Historical Park, District of Columbia/Maryland
Year of Publication:	1976
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Year of Publication: 1975
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Citation Author: Unrau, Harlan D.
Citation Title: HSR, Historical Data, The Canal Prism, Including Towpath with Canal Berm and River Revetments, Chesapeake and Ohio Canal National Historical Park, MD-DC-WVA
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Year of Publication: 1975
Source Name: CRBIB
Citation Number: 012546

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Year of Publication:	1939
Source Name:	CRBIB
Citation Number:	001038
Citation Author:	Young, E. Barton, Jr.
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Citation Number:	450104
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Year of Publication:	1939
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Year of Publication:	1938
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Source Name:	CRBIB
Citation Number:	450062
Citation Title:	Aqueduct System
Year of Publication:	1967
Source Name:	DSC/TIC
Citation Number:	Dwg No 80,299
Citation Type:	Graphic
Citation Location:	NPS, NCR
Citation Title:	Concession Building
Year of Publication:	1954
Source Name:	DSC/TIC
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Citation Location:	NPS, NCR
Citation Title:	Development of Area at Concession Building
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Citation Type:	Graphic
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Citation Number:	Dwg No 80,009
Citation Type:	Graphic
Citation Location:	NPS, NCR
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Citation Number:	Dwg No 80,351
Citation Type:	Graphic
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Citation Title:	Frederick Law Olmsted Island
Year of Publication:	1959
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Citation Type:	Graphic
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Citation Title:	Landscape Development Plan, Great Falls Tavern
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Citation Title:	Parking Lot Plan
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Citation Type:	Graphic
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Citation Number: Dwg No 80,031

Citation Type: Graphic

Citation Location: NPS, NCR

Citation Title: Utility Building

Year of Publication: 1953

Source Name: DSC/TIC

Citation Number: Dwg No 80,350

Citation Type: Graphic

Citation Location: NPS, NCR

Citation Title: Great Falls Tavern

Year of Publication: 1939

Source Name: HABS

Citation Number: HABS-MD-56-R

Citation Type: Graphic

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Source Name: Other

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Citation Author: Donald R. Shaffer, Ph.D.

Citation Title: "We Are Again in the Midst of Trouble": Flooding on the Potomac River and the Struggle for the Sustainability of the C&O Canal, 1828-1996

Year of Publication: 1997

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Citation Location: National Park Service, National Capital Region, Cultural Landscape Program (NSP, NCR, CLP)

Citation Author: Walter A. Goetz

Citation Title: Montgomery County Gold Fever

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Citation Author: Walter T. Ingalls

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Year of Publication: 1960

Source Name: Other

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Year of Publication:	1992
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Citation Author:	John C. Reed and John C. Reed Jr.
Citation Title:	Gold Veins Near Great Falls, Maryland, USGS Bulletin No. 1286
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Citation Title:	A Preliminary Study of the Great Falls Maryland Community
Year of Publication:	1981
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Citation Author:	surveyed and drawn by John de la Camp
Citation Title:	Topographical Map of the Great Falls Manufacturing Company, Fairfax Co. Va.
Year of Publication:	1866
Citation Publisher:	unknown
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Citation Type:	Graphic
Citation Location:	National Archives

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Year of Publication: 1998
Citation Publisher: Naval Institute Press, Annapolis Maryland
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Year of Publication: 1901
Citation Publisher: GPO
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Supplemental Information

- Title:** Archaeological Site Form
- Description:** Site Form for prehistoric pictograph found at Great Falls. Virginia site number: 18 Mo 134
- Title:** Historic Photographs
- Description:** Many historic photographs have been digitized and are on file at NPS, NCR, CLP. These photographs have been obtained primarily from the Cultural Resources Libraries at Great Falls and Park Headquarters, CHOH and the Library of Congress. A CD of digitized historic images has been transferred to CHOH.
- Title:** Landscape Development Plan Memo, circa mid 1970s
- Description:** Copy of memo discussing the Landscape Development Plan. Located at NPS, NCR, CLP.
- Title:** Miscellaneous Newspaper Articles
- Description:** Xeroxed copies of newspaper stories relating to Great Falls. Located at the Montgomery County Historical Society. Many of these do not have the name of the newspaper recorded and only some are dated. Copies are located at NPS, NCR, CLP.