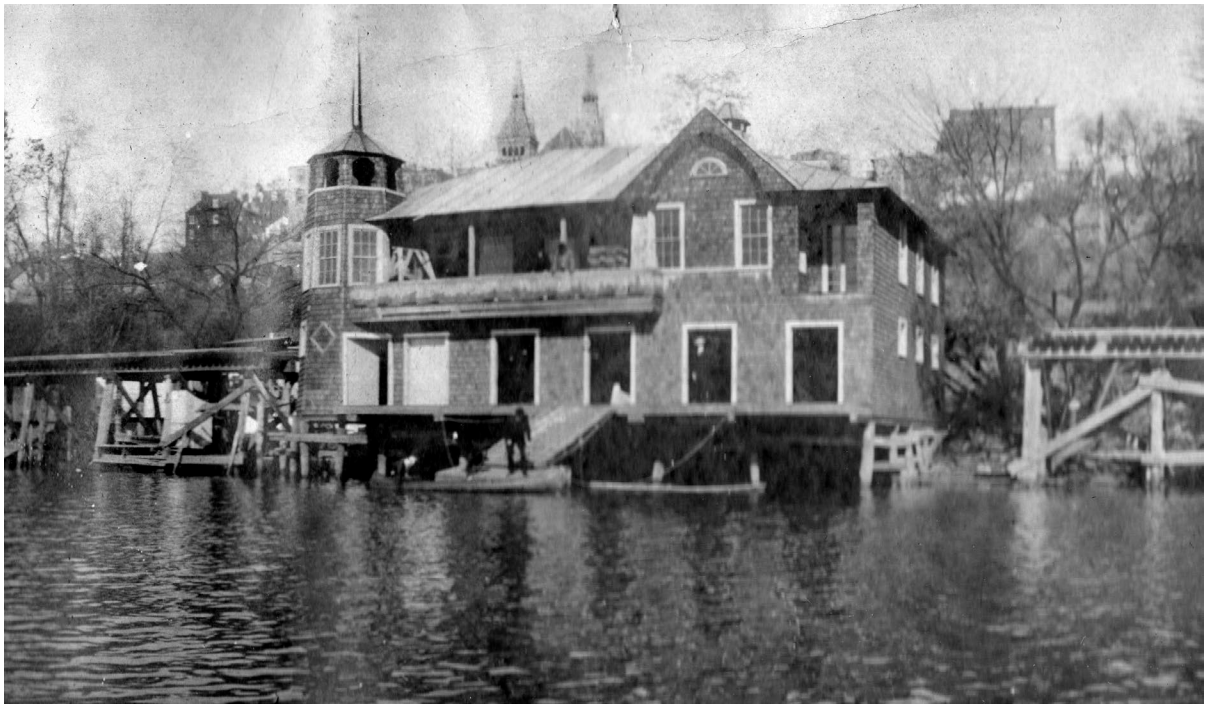
National Park Service
Cultural Landscapes Inventory
2024



Courtesy of the William "Dusty" Rhodes family

Washington Canoe Club

Chesapeake and Ohio Canal National Historical Park

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Introduction

Cultural Landscapes in the Cultural Resources Inventory System

The Cultural Landscape Inventory (CLI)

The Cultural Landscape Inventory (CLI) is a comprehensive inventory of all cultural landscapes in the National Park System. Landscapes that are listed, or eligible for listing, on the National Register of Historic Places, or are otherwise managed as cultural resources and in which the National Park Service has, or plans to acquire, legal interest are included in the inventory. The CLI identifies and documents each landscape's location, size, physical development, landscape characteristics, character-defining features, and condition. Cultural landscapes have approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into the Cultural Resources Information System (CRIS-CL) database. In addition, for landscapes not currently listed on the National Register and/or without adequate documentation, concurrence is required from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or the Keeper of the National Register.

Scope of the CLI

The information contained within the CLI is compiled from primary and secondary sources and through on-site surveys of the landscape. The level of investigation is dependent upon scoping the need for information. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape. Documentation and analysis of the existing landscape identifies character-defining characteristics and features and allows for an evaluation of the landscape's integrity and an assessment of the landscape's condition. The CLI also includes historic maps, drawings, and images; photographs of existing conditions; and a site plan that indicates major features. The CLI documents the existing condition of park landscape resources and identifies impacts, threats, and measures to stabilize condition. This information can be used to develop strategies for improved stewardship. Unlike a Cultural Landscape Report (CLR), the CLI does not provide management recommendations or treatment guidelines for the cultural landscape, but it may identify stabilization measures.

The Cultural Resources Information System (CRIS)

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archeological sites, historic structures, ethnographic resources, and cultural landscapes. Cultural Resources Inventory System (CRIS) replaces three legacy inventory systems: ASMIS (archeology), CLI (cultural landscapes), and LCS (historic structures); and it reinstates the former ERI (ethnographic resources). This Cultural Landscape Inventory document reflects the information in a corresponding CRIS Cultural Landscape record.

Statutory and Regulatory Foundation

The legislative, regulatory, and policy directives for conducting and maintaining the CLI within CRIS are:

- National Historic Preservation Act (NHPA) of 1966 (16 USC 470h-2(a)(1)) Sec. 110
- Executive Order 13287: Preserve America, 2003. Sec. 3 (a and c)
- Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs
- Pursuant to the National Historic Preservation Act, 1998. Std. 2
- Cultural Resource Management Guideline, 1997, Release No. 5, page 22; issued pursuant to Director's Order #28 (DO-28)

The NHPA requires the identification, evaluation, and nomination of historic properties to the National Register of Historic Places and the maintenance and expansion of an inventory of cultural resources. DO-28 requires a cyclic assessment of the current condition of cultural landscapes based on an assessment interval, with a default of six years.

Use

Beyond fulfilling legal and policy requirements, park staff can use the Cultural Landscape Inventory in the following ways:

- To learn about park cultural landscapes (all staff)
- To inform management decisions (park managers)
- To inform project planning and development (park managers, facility managers, project managers, compliance specialists)
- To monitor the condition of the cultural landscape and take measures to protect its significance and integrity (cultural resource managers, facility managers)
- To recognize the stabilization and treatment needs of landscape features and plan work within cultural landscapes to address the needs (facility managers, cultural resource managers)
- To understand the cultural value of natural systems in a cultural landscape (natural resource managers)
- To create programming and educational materials based on site history (interpretation and education specialists)
- To recognize impacts within cultural landscapes and enforce protection measures (visitor and resources protection staff)

General Information

Cultural Landscape Inventory Name:	Washington Canoe Club
Cultural Landscape Inventory Number:	976173
Parent Cultural Landscape Inventory Name:	Georgetown Area
Parent Cultural Landscape Inventory Number:	975990
Park Name:	C&O Canal National Historical Park
Park Alpha Code:	CHOH
Park Org Code:	3100
Property Level:	Component Landscape

Component Landscape Description

Excerpted from the Boundary Description, Chronology, and Physical History sections below:

The Washington Canoe Club (WCC) cultural landscape comprises approximately 4.05 acres and is located within the Georgetown Area of the Chesapeake & Ohio (C&O) Canal National Historical Park (CHOH) on land that is owned by the NPS in fee simple. The boundaries of the WCC cultural landscape are defined by the shoreline of the Potomac River to the south corresponding with CHOH's park boundary, by the westernmost boundary of the Georgetown Area CLI (its parent landscape) to the west, the retaining wall separating the C&O Canal prism from Canal Road NW to the north, and the eastern wall of the northern abutment of the Potomac Aqueduct/Aqueduct Bridge to the east (including the entirety of the abutment and excluding the Whitehurst Freeway onramp) (NPS Land Resources Division 2022).

Work began on the C&O Canal on July 4, 1828, the same day that ground broke for construction of the Baltimore & Ohio (B&O) Railroad, two routes that would continue to compete throughout the 19th century (Elder and Weldon 2018: 45; Price et al. 2013: 7). The completed C&O Canal would measure 184.5 miles terminating to the west in Cumberland, Maryland by 1850 and divided into sections measuring about a half-mile in length (Weldon 2018: 45; Price et al. 2013: 7). Work began on Sections A and B of the canal prism on May 1, 1829 (Section B included the present-day WCC cultural landscape) (Elder and Weldon 2018: 48). The waterway was completed to Seneca, Maryland, by July 22, 1831, which included the portion that runs through the WCC cultural landscape in the present day (Elder and Weldon 2018: 45, 48).

Congress chartered the Alexandria Canal Company in 1830 to construct a canal extension and aqueduct that would connect the Port of Alexandria in Virginia to the C&O Canal. Work began on the Potomac Aqueduct (also known as the Alexandria Aqueduct or the Aqueduct Bridge) on July 4, 1831, on the Virginia side in present-day Arlington County under the supervision of Major William Turnbull of the U.S. Topographical Engineers (Elder and Weldon 2018: 54; Unrau 2007: 221, 648). The Potomac Aqueduct was opened on July 4, 1843, and navigation along the seven-mile length of the Alexandria Canal began in December of that same year (Elder and Weldon 2018: 54; Unrau 2007: 226, 445, 648; US Commission of Fine Arts and National Park Service 1968: 58). The northern abutment of the aqueduct is extant within the WCC cultural landscape and served both as a transportation corridor and a place for spectators of boating events to assemble during the cultural landscape's period of significance.

The WCC constructed its Shingle style boathouse between August and December 1905 following the design of architect George Percival Hales (*Evening Star* December 28, 1905: 9; Harris Hughes et al. 2021: 33; Price et al. 2013: 4; *Washington Post* August 2, 1905: 9; *Washington Times* December 6, 1905: 8). Dempsey's boathouse was soon thereafter established within the CLI boundary between the WCC boathouse and the aqueduct abutment (1906-1908). These two club's established the presence of a boating community along the Georgetown waterfront, which continued to grow into a boathouse row of six clubs in the early 20th century (most of which were outside of the WCC CLI boundary) (Brown 2020: 39). In the present-day, the WCC boathouse is extant within the CLI boundary and the Potomac Boat Club (PBC) stands east of the cultural landscape, outside of CHOH's park boundaries.

In response to pressure from Georgetown business owners interested in railway access to move their industrial goods, the B&O Railroad began plans for its Georgetown Branch in 1906. The tracks for the new line were laid between 1908 and 1910 and ran directly north of the WCC boathouse (Brown 2020: 30, 31; Harris Hughes et al. 2021: 21, 31). After the rail spur was abandoned between 1985 and 1986, the majority of the 11-mile right-of-way was secured for public use as the Capital Crescent Trail (Coalition for the Capital Crescent Trail 2023b; Phillips April 17, 1988: 62). The portion of the Capital Crescent Trail within Washington, DC, was absorbed into CHOH and the finished trail connected to a regional trail system, providing new bicycle and pedestrian access to the WCC cultural landscape (Brown 2020: 124).

Significance Summary

Excerpted from the Statement of Significance below:

The WCC cultural landscape is eligible for listing in the NRHP under Criteria A and C, both at a state level of significance with a period of significance spanning 1905 to 1966. Under Criterion A, WCC is significant for the role it played in development of flatwater canoeing and kayaking as a competitive sport and in establishing a community of competitive paddlers within Washington, DC, beginning in the early 20th century. The continued occupation of the WCC boathouse by the WCC organization from its founding through the present day strengthens the cultural landscape's significance under Criterion A. The WCC is significant under Criterion C as an example of a vernacular boathouse exhibiting Shingle style architecture, which was designed by architect George P. Hales. Club tradition holds that the club itself was built by WCC club members and over the course of the 20th century and into the early 21st century, members completed both major and minor repairs to the building (Bird 1991: 8-5; Brown 2022: 17; Price et al. 2013: 5, 8).

Refer to the full statement of significance for additional details regarding criteria for evaluation.

Analysis and Evaluation Summary and Condition

Excerpted from the Analysis and Evaluation Summary and the Condition Assessment below:

The WCC cultural landscape contains features within multiple landscape characteristics that contribute to the historic character of the property, specifically natural systems and features, spatial organization, land use, cultural traditions, topography, circulation, buildings and structures, views and vistas, constructed water features, small-scale features, and archeological sites. Notable extant features on site include the WCC boathouse, the aqueduct abutment, and the C&O Canal prism and towpath. The WCC cultural landscape retains integrity of location, design, materials, workmanship, feeling, and association, thereby exhibiting six of the seven aspects of integrity as defined by the NRHP. As of June 2023, the WCC cultural landscape is in fair condition and notable impacts to the resource include deterioration of the WCC boathouse, poor drainage on site (particularly in the vicinity of the boathouse), graffiti on the Potomac Aqueduct/Aqueduct Bridge, and erosion along the canal prism and towpath.

Landscape Hierarchy Description

The Washington Canoe Club (WCC) cultural landscape is a component of the Georgetown Area cultural landscape, which in turn is administered by the Chesapeake & Ohio (C&O) Canal National Historical Park (CHOH).

Landscape Type

Historic Vernacular Landscape

Historic Site

Site Plan



Figure 1: Site Plan - Full size graphics are located at the end of this report.

Other Names

Table of Other Names

Name	Type
Beall & Shoemaker's Analostan Mills	Historic
Tenney & Sons' Analostan Mills	Historic
Dempsey's boathouse	Historic
Potomac Aqueduct	Both Current and Historic
Alexandria Aqueduct	Both Current and Historic
Aqueduct Bridge	Both Current and Historic

Concurrence Information

Park Superintendent Concurrence:

Yes

Park Superintendent Concurrence Date:

02/03/2024

United States Department of the Interior

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

IN REPLY REFER TO:
I.B. (NCR-RESS)

September 11, 2023

Memorandum:

To: Cultural Landscapes Inventory Coordinator, National Capital Region

From: Superintendent, Chesapeake and Ohio Canal National Historical Park

Subject: Statement of Concurrence, Washington Canoe Club

I, Tina Cappetta, Superintendent of Chesapeake and Ohio Canal National Historical Park, concur with the findings of the Washington Canoe Club Cultural Landscapes Inventory, including the following specific components:

PERIOD OF SIGNIFICANCE:	The Washington Canoe Club cultural landscape retains integrity to the following period of significance: 1905-1966
INTEGRITY:	The landscape displays the following aspects of integrity (location, design, materials, workmanship, feeling, and association) as defined by the National Register of Historic Places
MANAGEMENT CATEGORY:	Must be Preserved and Maintained
CONDITION ASSESSMENT:	Fair

The Cultural Landscapes Inventory for the Washington Canoe Club is hereby approved and accepted.

TINA CAPPETTA Digitally signed by TINA CAPPETTA Date: 2024.02.03 21:26:19 -05'00'

Superintendent, Chesapeake and Ohio Canal National Historical Park Date

INTERIOR REGION 1 • NORTH ATLANTIC-APPALACHIAN
CONNECTICUT, DELAWARE, DISTRICT OF COLUMBIA, KENTUCKY, MAINE, MARYLAND, MASSACHUSETTS, NEW HAMPSHIRE, NEW JERSEY, NEW YORK, PENNSYLVANIA, RHODE ISLAND, VERMONT, VIRGINIA, WEST VIRGINIA

SHPO Concurrence:

Yes

SHPO Concurrence Date:

10/25/2023

Statement of Concurrence
Washington Canoe Club Cultural Landscapes Inventory

The preparation of this Cultural Landscapes Inventory for the Washington Canoe Club is part of the National Park Service's efforts to update cultural resource inventories, as required by Section 110 (a) (1) of the National Historic Preservation Act.

- The D.C. Historic Preservation Office (DC HPO) concurs with the findings of the Washington Canoe Club Cultural Landscapes Inventory. The D.C. HPO further concurs that the cultural landscape resources of the Washington Canoe Club, as enumerated, retain integrity to the site's period of significance (1905-1966) and contribute to its historic character.



10-25-2023

David Maloney
District of Columbia Historic Preservation Officer

Date

Please email signed PDF copy to Cortney Gjesfjeld, National Capital Region Cultural Landscapes Inventory Coordinator at cortney_c_gjesfjeld@nps.gov.

Completion Status Explanatory Narrative

Angelina Ribeiro Jones, Cultural Landscape Architect of the National Capital Region (NCR) of the NPS, researched and wrote this CLI. NCR and CHOH staff conducted a series of visits to the WCC cultural landscape to support creation of this CLI in April of 2021 and May of 2023. NCR staff surveyed WCC to record extant aboveground features and make field observations, using a Trimble Geo 7X to record spatial data and a Canon EOS 6D Mark II DSLR camera to take GPS-referenced photographs. NCR staff completed metadata for these photographs that includes the cardinal direction of the vantage point of the photographer and a caption. In addition, staff took measurements for associated features when applicable. NCR Architectural Conservator Courtney Magill participated in two site visits to the WCC boathouse in April 2021 to assist in the assessment of the WCC boathouse that helped inform the Buildings and Structures and the Impacts sections of this report. Field data is supplemented by existing archival sources and GIS data to create a comprehensive inventory of the property's landscape characteristics. This inventory relies on GIS data collected in the field by NCR staff, as well as data sourced from reliable public databases. All GIS data used to conduct the Analysis and Evaluation for this CLI is packaged in a geodatabase with metadata.

This CLI relies on archival resources from both the NPS and local repositories and includes both primary and secondary sources, all detailed in the bibliography. NCR staff received digitized materials from the CHOH park archives from park staff, from WCC member Christopher N. Brown, and from the DC Historic Preservation Office (DC-HPO). Additionally, NCR staff conducted in-person research at the DC History Center's Kiplinger Research Library and the DC Public Library's Peabody Room. Furthermore, NCR staff consulted the digital collections of the Library of Congress (LOC) (including the files of the Heritage Documentation Programs), the Arlington County Library's Center for Local History, NCR Land Resources Program Center, NPS Electronic Technical Information Center (eTIC), Maryland State Government Archives, National Archives and Records Administration Federal Records Center (NARA), Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM), National Oceanic and Atmospheric Administration (NOAA) historical tidal and flood data, Prince George's County Land Records, United States Department of Agriculture (USDA) Web Soil Survey, United States Geological Survey's (USGS) historical topographic maps, and online repositories of historical newspapers.

Research and editorial assistance were provided by Julie McGilvray, Preservation Services Program Manager and Regional Historical Landscape Architect, NCR; Cortney Cain Gjesfjeld, CLI Coordinator, NCR; Katherine B. Boyle, Historian and Archeologist, CHOH; Justin Ebersole, Cultural Resource Specialist, CHOH; and Courtney Magill, Architectural Conservator, NCR. Further research assistance was provided by Sophia Kelly, formerly Memorials Program Manager, NCR; Karen Orrence, Regional CRIS Coordinator for Archeology, NCR; Marian Creveling, formerly Supervisory Collections Manager for Archeology, NCR; Aleksandra Voznitza, IPMT Liaison, NCR; Elizabeth Matthews, Inventory and Monitoring Program Manager and Ecologist, NCR; Megan Nortrup, Information Sharing Specialist for Natural and Cultural Resources, NCR; Noel López, Regional Cultural Anthropologist and Tribal Liaison Officer, NCR; Melissa R. Mooza, Land Resources Program Center Manager, NCR; Andrew P. Landsman, Natural Resources and Compliance Program Manager, CHOH; Christopher N. Brown, Christie Ciabotti, and David Cottingham, Members of the Friends of the Washington Canoe Club; Alyssa Stein, Historian, EHT Traceries; Jerry A. McCoy, Special Collections Librarian, DC Public Library's People's Archive; Kimmi Ramnine, Research Services Librarian, DC History Center's Kiplinger Research Library; Jessica Shainker, Research Services Coordinator, DC History Center's Kiplinger Research Library; Heather Crocetto, Processing Archivist, Arlington Public Library's Center for Local History; Kevin Quinn and Todd Crumley, Still Picture Reference Team, NARA; Lynn Conway, Georgetown University Archivist; and Ruth Trocolli, District Archaeologist, DC-HPO.

Geographic Information

Area (Acres)

4.05 acres (approx.)

Land Tract Number(s)

101-100 and 101-103

Boundary Description

The WCC cultural landscape is located within the Georgetown Area of CHOH on land that is owned by the NPS in fee simple. This area includes the current site of the WCC boathouse, as well as the former site of Dempsey's boathouse, which prior to burning down in 1961 was also within the C&O Canal right-of-way (Bradley May 4, 1961: A1). The boundaries of the WCC cultural landscape are defined by the shoreline of the Potomac River to the south corresponding with CHOH's park boundary, by the westernmost boundary of the Georgetown Area CLI (its parent landscape) to the west, the retaining wall separating the C&O Canal prism from Canal Road NW to the north, and the eastern wall of the northern abutment of the Potomac Aqueduct/Aqueduct Bridge to the east (including the entirety of the abutment and excluding the Whitehurst Freeway onramp) (Mooza 2023: personal communication; NPS Land Resources Division 2022). Tract 101-100 is associated with the C&O Canal and towpath, the WCC boathouse, and the southern portion of the aqueduct abutment (NPS 1971; NPS 1961). Tract 101-103 comprises the former right-of-way of the Baltimore & Ohio (B&O) Railroad's Georgetown Spur and the northern segment of the aqueduct abutment (NPS 1971; NPS 1990). The property is within Reservation 404, Palisades District. The Friends of the Washington Canoe Club (hereafter WCC organization) entered a 60-year lease for a .49-acre portion of the property that includes the boathouse in December 2019, which will expire on December 12, 2079, at midnight (NPS 2019). This lease allows for a temporary 2,018 square foot extension for outdoor boat storage for a total of .54 leased acres (Figure 1, Figure 2). Note that property ownership data described in this report and depicted in accompanying site plans is compiled from deeds, plats, surveys, and other sources. This information is not engineering quality and should be relied on for administrative purposes only.

Latitude/Longitude

Table of Latitude/Longitude with Cultural Landscape Boundary Points

Geometry	Latitude	Longitude	GeoDatum	Elevation (Meters)	Position Source	Position Accuracy
Point	**38.90408223**	**-77.07032493**	**1983 NAD**	**N/A**	**GIS**	**0.1 m**
Point	**38.90447131**	**-77.07029898**	**1983 NAD**	**N/A**	**GIS**	**0.1 m**
Point	**38.9044934**	**-77.07023315**	**1983 NAD**	**N/A**	**GIS**	**0.1 m**
Point	**38.90483112**	**-77.07034691**	**1983 NAD**	**N/A**	**GIS**	**0.1 m**
Point	**38.90521083**	**-77.07248201**	**1983 NAD**	**N/A**	**GIS**	**0.1 m**
Point	**38.90448647**	**-77.07279292**	**1983 NAD**	**N/A**	**GIS**	**0.1 m**
Point	**38.90437695**	**-77.07225731**	**1983 NAD**	**N/A**	**GIS**	**0.1 m**
Point	**38.9044102**	**-77.07198383**	**1983 NAD**	**N/A**	**GIS**	**0.1 m**
Point	**38.90415576**	**-77.0706747**	**1983 NAD**	**N/A**	**GIS**	**0.1 m**

Regional Landscape Contexts and Narratives

Physiographic

Excerpted from the Natural Systems and Features section below:

The present-day location of the WCC cultural landscape is south of the Potomac River fall line or fall zone within the Potomac terrane of the Piedmont physiographic province, straddling the igneous and metamorphic crystalline bedrock of the Piedmont and the alluvial soils of the Coastal Plain (Figure 4). These regions extend from New Jersey to Georgia and falls are created at the point where the Piedmont meets the clay and silt of the Coastal Plain (Bedell, Raszick, and Katz 2020: 6). Historically, this area of the river, which is characterized by waterfalls and rapids, was densely occupied by Native American villages, although the level of occupation along the waterfront varied over time as during some periods the falls of the Potomac River may have been a boundary zone between different cultural groups of the Coastal Plain and the Piedmont (Bedell, Raszick, and Katz 2020: 9). By the 18th century, European colonizers formed major settlements around the fall line, including Georgetown (established 1751 and incorporated in 1789) (Southworth et al. 2001: 5-6, 32).

The geology of the Potomac terrane comprises metasedimentary and metavolcanic rocks initially deposited along faults during the Neoproterozoic and Early Cambrian ages about 550 million years ago (Southworth et al. 2001: 32). The bedrock geology of the WCC CLI boundary consists of biotite-hornblende tonalite (Ogh). The surficial and bedrock geological conditions in the immediate vicinity of the WCC are characterized by igneous rocks of the Georgetown Intrusive Suite, which includes biotite-hornblende tonalite, but also some gabbro (Ogg) and biotite tonalite (Ogb) (Southworth et al. 2001: 34).

Refer to the Natural Systems and Features section of this report for additional information on site features such as geology, hydrological processes, and climate.

Cultural

Excerpted from the Statement of Significance Historical Context narrative below:

The earliest boating clubs on the Potomac River in the vicinity of Washington, DC, formed in the 1840s and the Falcon Club, dating to 1844 was likely the oldest, followed soon after by the Gazelle and Undine Clubs in the latter part of the decade (Harris Hughes et al. 2021: 10; Price et al. 2013: 18). These boathouses occupied the edge of the Washington City Canal (1815), which formerly ran along what is now Constitution Avenue (Brown 2020: 27; Cianci Salvatore and Potter 2015: 8-

165; Price et al. 2013: 18). The Potomac Boat Club (PBC), Analostan Club, and Anacostia (later Washington) Club were founded in the 1860s. The Columbia Boat Club (sometimes referred to as "Columbian Boat Club" in secondary sources) was founded in 1880 and Fletcher's Boathouse was also founded during that same decade (Brown 2020: 42-43; Harris Hughes et al. 2021: 10; Price et al. 2013: 18; Williams et al. 2022: 38). Refer to Drawing #4 (Figure 83) for both the historical and current locations of boathouses along the Potomac River in the vicinity of Georgetown. These clubs' boathouses came in a variety of sizes and forms, some of which supported social events in addition to boat storage (Harris Hughes et al. 2021: 10).

The 19th century boating facilities were a mix of rowing clubs and businesses that rented boats, including canoes (Brown 2020: 27). There were also coeval boathouses for yachting, such as the Corinthian Club and Capital Yacht (Price et al. 2013: 18, 19). Although the PBC and Analostan Club were primarily for rowers, the clubs also permitted paddlers to join in the 1880s and 1890s (Brown 2020: 9). The first canoe-only club in the Washington, DC, area was the Sycamore Island Canoe Club, founded in 1885, followed in 1899 by a second called the High Island Canoe Club (Brown 2020: 14; Harris Hughes et al. 2021: 10).

The WCC built the first phase of their boathouse west of the Aqueduct Bridge in 1905, catalyzing the formation of a boathouse row in the area over the next half century. Although the Georgetown waterfront was primarily industrial during this early period of the WCC's history, by the end of the 20th century the industrial features in and around the CLI boundary including the C&O Canal and Georgetown Branch (also known as the Georgetown Spur) were converted for use as recreational spaces.

Refer to the Physical History section of this report for additional information.

Political

Excerpted from the Physical History section below:

Georgetown (established in 1751 and incorporated in 1789) along with nearby Alexandria, Virginia (established in 1749 and also known as Belhaven during its early history) were both mid-18th century port towns that shipped tobacco, wheat, and other produce to other colonies or to England, relying on the Potomac River as a commercial navigation route (Chappell 1973: 3). In 1751 a petition was introduced in the Maryland Assembly for the formation of a town near George Gordon's tobacco inspection house (Elder and Weldon 2018: 39). As a result, Georgetown was founded comprising 60 acres of land divided into 80 lots that included a portion of George Gordon's and George Beall's holdings (Bedell, Fiedel, and LeeDecker 2008: 35; Elder

and Weldon 2018: 39). The boundaries of the 18th century town roughly corresponded with present-day 30th Street NW to the east and the Potomac River to the south.

In 1789, land in the vicinity of Georgetown was selected for the new United States capital, the same year that Georgetown was incorporated as a city. The area included the confluence of the Potomac and Anacostia Rivers, Georgetown (including the land within the present-day CLI boundary) ceded by Maryland, as well as Alexandria ceded by Virginia. The location was partially selected based on the Potomac River's potential to provide a nautical connection between the Chesapeake Bay and the Ohio Valley (Elder and Weldon 2018: 24). Hired by George Washington, Pierre-Charles L'Enfant designed the plan for the city. L'Enfant submitted his proposal for the "Territory of Columbia" in March of 1791. Andrew Ellicott and Benjamin Banneker completed a survey that reflected this plan in 1792 (Fanning 2001: sect 8, p 33). Washington, DC in the present day consists of 68.3 square miles (in 1846, the Virginia portion of the land that originally constituted the US capital, including present-day City of Alexandria and Arlington County, retroceded back to the commonwealth).

Location Map Graphic Information



Figure 2: Location Map - Full size graphics are located at the end of this report.

State and County

State

District of Columbia

County

Washington, DC

Management Information

Management Category

Must be Preserved and Maintained

Management Category Date

02/03/2024

Management Category Explanatory Narrative

The WCC cultural landscape meets the criteria for Management Category A – Must be Preserved and Maintained. Although the WCC boathouse is listed as non-contributing to the nationally significant C&O Canal National Historical Park Historic District (NRHP Reference #14001236), the Canal Towpath, Canal Prism, and Potomac Aqueduct/Aqueduct Bridge's northern abutment within the WCC CLI boundary are all contributing to this district (Cianci Salvatore and Potter 2015: 7-54, 7-55, 8-139). Furthermore, these canal features of the WCC cultural landscape contribute to CHOH's legislated significance. The entire WCC cultural landscape as defined in this document is within the Georgetown Historic District NHL boundaries, first established on May 28, 1967 (NPS National Historic Landmarks 2024).

Additionally, CHOH as a historical unit, which is a special designation within the NPS and its management is further guided by Section 5.2 of the National Park Service Management Policies (NPS 2006):

> *Superintendents will ensure full consideration of the park's cultural resources and values in all proposals for operations, development, and natural resource programs, including the management of wilderness areas. When proposed undertakings may adversely affect national historic sites, national battlefields, and other predominantly cultural units of the national park system that were established in recognition of their national historical significance, superintendents will provide opportunities for the same level of review and consideration by the Advisory Council on Historic Preservation and the Secretary of the Interior that the Advisory Council's regulations require for undertakings that may adversely affect national historic landmarks (36 CFR 800.10).*

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

Management Agreements

Table of Management Agreements

Management Agreement	Other Management Agreement	Management Agreement Expiration Date	Management Agreement Explanatory Narrative
Lease	**N/A**	**December 12, 2079**	**In December 2019, the WCC organization entered a 60-year lease with the NPS for a .49-acre portion of the WCC cultural landscape that includes the boathouse. This lease allows for a temporary 2,018 square foot extension for outdoor boat storage resulting in .54 leased acres in aggregate. The lease will expire on December 12, 2079, at midnight (NPS 2019). The NPS and WCC organization executed an amendment to this lease in December 2022. The amendment recognizes the United States of America (acting through the NPS) as the owner of the WCC boathouse (NPS 2022).**

Legal Interests

Table of Legal Interests

Legal Interest Type	Fee Simple Reservation Expiration Date	Other Organization/Agency	Legal Interest Narrative
Fee Simple	**N/A**	**None**	**The National Park Service owns and manages the WCC cultural landscape as part of the C&O Canal National Historical Park (CHOH). Note that the Potomac Boat Club (PBC) is currently using the southern arch of the aqueduct abutment for boat storage. CHOH staff are working to initiate a formal agreement for this arrangement.**

Adjacent Lands Information

Do Adjacent Lands Contribute?

Yes – Adjacent lands do contribute

Narrative

(Note: Adjacent lands are lands located outside of the boundaries of the park).

The WCC CLI's southern border corresponds with CHOH's border and the water of the Potomac River is immediately outside of this boundary (Mooza 2023: personal communication). The interface between the river and the boathouses in the vicinity of the Potomac Aqueduct/Aqueduct Bridge (including the WCC boathouse) is a key element in understanding the natural systems and features, spatial organization, land use, cultural traditions, circulation, and views and vistas of this cultural landscape.

Furthermore, the view of Arlington County, Virginia (especially that of Rosslyn) and the remaining Potomac Aqueduct/Aqueduct Bridge pier near the Virginia shore from the WCC cultural landscape provides context for the WCC organization's cultural traditions in how the club used the Potomac River and both of its shorelines, including for camping during the summers prior to World War II (Brown 2020: 27, 33). Rosslyn is of particular interest as the former industrial hub of Arlington County that mirrored this same dominant land use that characterized the Georgetown Waterfront until the middle of the 20th century (Figure 3) (Aarons September 27, 1964: B3).

The eastern border of the WCC cultural landscape also partially corresponds with CHOH's boundary. The Potomac Boat Club (PBC) owns the parcel immediately east of the aqueduct abutment. While the PBC boathouse and its site are not within CHOH's boundaries, this club is significant as another remaining boathouse that dates to the period of significance of the WCC cultural landscape (Brown 2020: 7; Price et al. 2013: 16). Furthermore, the Key Bridge Boathouse (formerly Jack's, which dates to 1945) is located just east of the PBC on Rock Creek Park lands (Bartolomeo 2023: personal communication). The position of these two boating facilities helps to convey a sense of the boathouse row that once existed in this location, although the cohesiveness of this former row is no longer extant. Refer to the Buildings and Structures section of the Analysis and Evaluation portion of this report for figures that illustrate the former boathouse row and present-day location of the PBC and Key Bridge Boathouse in relation to the WCC boathouse.

Adjacent Lands Graphic Information

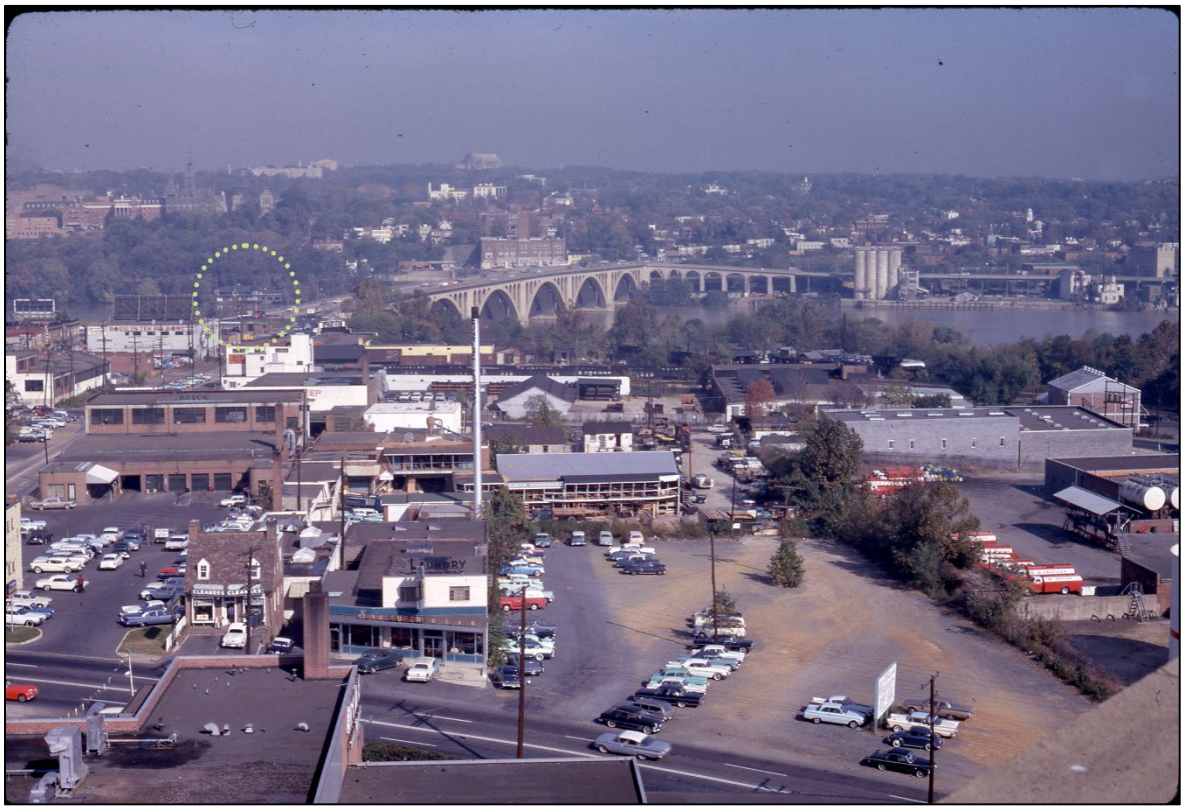


Figure 3: Photograph taken by Guy W. Starling of Rosslyn in Arlington County, Virginia with the Potomac River, the Georgetown Waterfront, and the WCC boathouse (indicated by the green circle) in the background. "Aerial View of Rosslyn in 1961," October 1961. Arlington County Library's Center for Local History (https://libraryarchives.arlingtonva.us/Detail/objects/6080, accessed 2023).

Located in managed wilderness?

No

Uses Information

Functions and Uses

Table of Functions and Uses

Major Category	Category	Use/Function	Historic Use	Current Use	Primary Use
Social	**Clubhouse (Social/Garden)**		**Yes**	**Yes**	**Yes**
Recreation/Culture	**Outdoor Recreation**	**Outdoor Recreation - Other**	**Yes**	**Yes**	**Yes**
Transportation	**Water-Related**	**Canal**	**Yes**	**Yes**	**No**
Transportation	**Water-Related**	**Aqueduct**	**Yes**	**No**	**No**
Transportation	**Road-Related**	**Road Bridge**	**Yes**	**No**	**No**
Transportation	**Water-Related**	**Boat Launching Area**	**Yes**	**Yes**	**Yes**

Public Access

Public Access

Other Restrictions

Public Access Narrative

CHOH is open year-round sunrise to sunset and this applies to the portion of the WCC cultural landscape that includes the canal prism, towpath, Capital Crescent Trail (former Georgetown Branch right-of-way), and aqueduct abutment. The WCC boathouse and area under lease are secured by a chain link fence that can only be unlocked by park staff and club members (Figure 1) (NPS 2019). The parking area access is similarly restricted by a locked gate under an arch of the aqueduct abutment.

Associated Ethnographic Groups

Ethnographic Study Status

No survey conducted

Ethnographic Narrative

The WCC cultural landscape is occupied by the WCC organization, which may constitute a traditionally associated group as defined by the *Cultural Landscapes Inventory Professional Procedures Guide*, which states:

> *According to NPS Management Policies, social/cultural entities such as tribes, communities and kinship units are "traditionally associated" with a particular park when:*
>
> *• The entity regards the park's resources as essential to its development and continued identity as a culturally distinct people; and*
>
> *• The association has endured for at least two generations (40 years), and*
>
> *• The association began prior to the establishment of the park (Page 2009: 6-5).*

National Capital Region's cultural anthropologist, Noel López, agrees that the WCC organization could potentially be a traditionally associated group (López 2023: personal communication). However, further research and documentation is needed to definitively establish this. Refer to the Cultural Traditions section of the Analysis and Evaluation portion of this report for additional information on the WCC organization's association with the WCC cultural landscape.

Ethnographic Groups (O)

Table of Ethnographic Groups

Ethnographic Group	Type

National Register Information

Documentation Status

Entered – Inadequately Documented

Documentation Narrative Description

The federal government acquired the C&O Canal on September 28, 1938. The National Park Service (NPS) subsequently took over management of the property, restoring 22-miles of the waterway by August 1940 (Elder and Weldon 2018: 88, 89; Mackintosh 1991: 31). However, the canal was not yet a park unit within the NPS system. In 1961, President Dwight D. Eisenhower established the Chesapeake & Ohio National Monument, only including lands between Seneca and Cumberland, Maryland, and therefore excluding the Georgetown waterfront, which featured the land within the CLI boundary (Cianci Salvatore and Potter 2015: 8-224; Harris Hughes et al. 2021: 32). It was not until the passage of Public Law 91-664 on January 8, 1971, that the rest of the C&O Canal's right of way was formalized as a park unit, the C&O National Historical Park (CHOH) (Cianci Salvatore and Potter 2015: 8-224; Harris Hughes et al. 2021: 13). This included the lands associated with the canal to Rock Creek, which encompassed the Washington Canoe Club (WCC) site as the club leased this land first from the Trustees of the C&O Canal Company and later from the federal government (Harris Hughes et al. 2021: 31, 32; Price et al. 2013: 8).

The WCC was listed in the National Register of Historic Places (NRHP) in 1991 under the "building" property type (NRHP Reference #90002151). The building is the only contributing resource listed in this nomination and no non-contributing resources are specified (Bird 1991: 3-1). The boathouse's NRHP nomination states that WCC is eligible at a statewide level (the District of Columbia is being treated as a state rather than a city in this case) of significance under Criterion A, "…because of its association with the Olympic sport of flat water [*sic*] racing and because of the role it played in the social and recreational life of the District of Columbia in the early 20th century" and Criterion C, "…because it embodies the distinctive characteristics of the shingle [*sic*] style" (Bird 1991: 8-1, 8-2). The areas of significance listed are Architecture and Entertainment/Recreation with a period of significance spanning 1904 to 1939, with 1904 and 1924 called out as significant dates (Bird 1991: 8-1). The NRHP nomination notes:

> *While the building has been altered, it retains its historic architectural character. The Washington Canoe Club's handsome composition, use of materials, prismatic volume, and continuity of surface are still readily apparent despite later changes.*

> *Because the addition has been present throughout much of the period of significance and because it harmonizes with the older building, it does not affect the essential form and integrity of the Washington Canoe Club. The addition incorporates the materials of the older building and complements its architectural expression… Thus, the Washington Canoe Club retains sufficient integrity to convey its historic associations. The building still serves its original purpose and is occupied by the organization through which it gained its historic significance (Bird 1991: 8-6).*

1904 is given as the beginning of the period of significance as this is the date the club was established and the NRHP documentation erroneously asserted that construction on the boathouse also began in 1904 (Bird 1991: 7-2). However, subsequent research and primary sources demonstrate that the boathouse was not constructed until 1905 (*Evening Star* December 28, 1905: 9; Harris Hughes et al. 2021: 33; Price et al. 2013: 4; *Washington Post* August 2, 1905: 9; *Washington Times* December 6, 1905: 8). No explanation for the 1939 terminus to the period of significance is given in the 1991 nomination. An HSR was completed in 2021 for the WCC boathouse. This document uses the same period of significance defined in the 1991 NRHP nomination and does not provide further details regarding the selection of 1939 as the end date (Harris Hughes et al. 2021: 6, 33, 36).

The entire length of the C&O Canal was administratively listed in the NRHP on October 15, 1966, and a nomination form was completed in 1979 (NRHP Reference #66000036). In documentation submitted as part of a boundary increase signed by the Keeper of the NRHP in 2015, the Washington Canoe Club is included as a non-contributing resource to the Chesapeake and Ohio Canal National Historical Park Historic District (NRHP Reference #14001236) with a note that the boathouse, "…is not associated with the district's areas or periods of significance" (Cianci Salvatore and Potter 2015: 7-55, 8-139). However, this document does note that the WCC boathouse is individually listed in the NRHP. The WCC boathouse is included as a contributing resource to the NRHP's Georgetown Historic District (NRHP Reference #67000025) as amended in 2003 (note the district was first listed in 1967) (Williams 2003: 8-8). The entire WCC cultural landscape as defined in this document is also within the Georgetown Historic District National Historic Landmark (NHL) boundaries, first established on May 28, 1967 (NPS National Historic Landmarks 2024).

The WCC boathouse was not included in the 2018 CLI for the Georgetown Area due to uncertainty regarding ownership of the building (Elder and Weldon 2018: 18). NPS ownership of the building was established prior to the execution of the 2019 lease between the NPS and the WCC organization (NPS 2019). The WCC cultural landscape is a component of the Georgetown

Area parent landscape, which is in line with recommendations in the Georgetown Area CLI (Elder and Weldon 2018: 18). However, the Georgetown Area CLI period of significance associated with recreation will need to be expanded when it is next updated to reflect the inclusion of the WCC cultural landscape within its boundaries.

The WCC boathouse and the Aqueduct Bridge abutment were locally listed as individual landmarks in the DC Inventory of Historic Sites in 1973. It is also included as a contributing resource in the DC local historic districts of Georgetown and the Potomac Gorge (District of Columbia Government 2009: 127, 167; Harris Hughes et al. 2021: 6).

Concurrence Eligibility

Eligible – SHPO Consensus Determination

Date

10/25/2023

Narrative

The District of Columbia Historic Preservation Officer concurred with the findings of the Washington Canoe Club CLI on October 25, 2023.

National Register Significance Level

State

National Register Significance -- Contributing/Individual

Individual

National Register Classification

District

Statement of Significance

The following statement of significance is adapted from the 1991 WCC NRHP nomination. The discussion is expanded to consider the surrounding landscape and features immediately around the WCC boathouse within the CHOH property boundaries and frames the cultural landscape as a former boathouse row that fostered a competitive and social paddling community within the greater Washington, DC area. Note that while the WCC cultural landscape is itself significant at

the state level, it includes portions of resources associated with the C&O Canal that are significant at the national level. Furthermore, the entire WCC cultural landscape is part of the greater Georgetown Historic District NHL.

The WCC cultural landscape is eligible for listing in the NRHP under Criteria A and C, both at a state level of significance with a period of significance spanning 1905 to 1966. Under Criterion A, WCC is significant for the role it played in development of flatwater (meaning slowly moving or calm water as opposed to rapids) canoeing and kayaking as a competitive sport and in establishing a community of competitive paddlers within Washington, DC, beginning in the early 20th century. The continued occupation of the WCC boathouse by the WCC organization from its founding through the present day strengthens the cultural landscape's significance under Criterion A. The WCC is significant under Criterion C as an example of a vernacular boathouse exhibiting Shingle style architecture, which was designed by architect George P. Hales. Club tradition holds that the club itself was built by WCC club members and over the course of the 20th century and into the early 21st century, members completed both major and minor repairs to the building (Bird 1991: 8-5; Brown 2022: 17; Price et al. 2013: 5, 8).

The period of significance for the cultural landscape differs from both the NRHP nomination and the 2021 HSR for several reasons. First, the revised period of significance accurately reflects the date when construction began on the WCC boathouse. Although the club was founded in 1904, the boathouse was not built until 1905 (*Evening Star* December 28, 1905: 9; Harris Hughes et al. 2021: 33; Price et al. 2013: 4; *Washington Post* August 2, 1905: 9; *Washington Times* December 6, 1905: 8). Note that NRHP guidance for selecting periods of significance under Criterion C advises that the start and end dates should correspond with dates of construction and significant alterations (NPS 1997: 42). Second, it encompasses the development of Dempsey's boathouse that stood within the CLI boundary in several different configurations from 1906 until its destruction in 1961 in the vicinity of the Aqueduct Bridge, allowing for a fuller exploration of the importance of this former boathouse row in DC's competitive paddling community (Bradley May 4, 1961: A1; Kreisa et al. 2022: 7-6; *Washington Post* March 8, 1906a: 8). Third, the end date corresponds with the last year before the WCC site was altered by the insertion of the Potomac Interceptor sewer line in front of the boathouse with an accompanying concrete apron that changed the façade's connection to the river (*Evening Star* March 16, 1969: 87; *Washington Post* May 8, 1966: 9).

While the larger Georgetown Historic District is eligible under Criterion D as well as A and C, the WCC is not eligible under Criterion D. Two recent archeological investigations within the CLI boundary have confirmed that the cultural landscape has no potential to yield information

pertinent to the boathouse row or 19th century mill architecture as significant remains do not survive (Bedell 2016: 33). This includes land formerly occupied by Dempsey's boathouse (Kreisa et al. 2022: 10-7). There are no applicable Criteria Considerations to the WCC cultural landscape.

PATTERNS IN HISTORY (CRITERION A)

Creating Social Institutions and Movements – Recreation – Sports (Active):

The formation of the WCC at the beginning of the 20th century followed a national rise of athletic clubs that began in the late 19th (Brown 2020: 7; Price et al. 2013: 2). This signaled a strong separation from earlier views in the United States towards recreation. During the late 18th and early 19th centuries, the country's population was highly rural and largely engaged in laborious agricultural production. As such, people of this era generally did not rely on their leisure time activities for physical exercise and instead sought pastimes that provided opportunities for "cultural uplift and self-improvement" (Bird 1991: 8-2). Outdoor recreation began to gain popularity in the United States as urban centers grew and workers desired outdoor activities to alleviate the monotony and repetition of indoor oriented work. Ultimately, increased industrialization created more leisure time for the working class, which in turn led to the development of organized sports and recreation as a leisure time activity (Bird 1991: 8-2). Organizations developed during this period to support a wide range of activities, including roller skating, croquet, polo, camping, fishing, hiking, bicycling, and birding, as well as boating (Bird 1991: 8-2; Brown 2020: 9). Improvements in transportation, such as trainlines and canal boats, from urban centers to outlying areas facilitated many of these activities by 1890 (Bird 1991: 8-2; Elder and Weldon 2018: 27). Social clubs such as the WCC were largely the province of the affluent, and typically only for white male participants during this period (Price et al. 2013: 18). The history reflected here is therefore necessarily focused largely on this class of men and further research beyond the scope of this CLI is needed to understand how people of different races and socio-economic backgrounds recreated during this period.

John MacGregor, Scottish lawyer, popularized canoeing in the 1860s and 1870s as he traveled in the "Rob Roy" through a number of European locations. The Rob Roy was technically a kayak measuring 4.57 meters (referred to as a canoe by MacGregor) (Bird 1991: 8-2; Harris Hughes et al. 2021: 10). The Royal Canoe Club was founded in England in 1866 and the New York Canoe Club was founded in 1871, both early testaments to the popularity of this sport (Bird 1991: 8-3; Harris Hughes et al. 2021: 10; Price et al. 2013: 23). The American Canoe Association, founded in 1888,

was the first national canoe association in the United States (Bird 1991: 8-3; Price et al. 2013: 23). The popularity of canoeing led to railroads with freight cars designed to carry canoes on canoe racks and the development of foldboats that could be collapsed for easy transport by turn of the century (Bird 1991: 8-3).

While the Potomac Boat Club (PBC) (1869) and Dempsey's boathouse (circa 1899) both pre-date the establishment of the WCC organization in 1904, the WCC was the first club to build in the vicinity of the Aqueduct Bridge completing construction in 1905 (Brown 2020: 42, 43; *Evening Star* December 28, 1905: 9; Kreisa et al. 2022: 7-6; *Washington Times* December 6, 1905: 8). Around the same time construction was completed on the WCC boathouse, the Georgetown University crew team coached at that time by Patrick Dempsey towed their floating boathouse, named for the coach, from the Virginia shore to the parcel immediately west of the Aqueduct Bridge (Kreisa et al. 2022: 7-6; *Washington Post* March 8, 1906a: 8). However, the boathouse sank in August of 1906, and although raised the following month it is uncertain when the floating house was returned to its moorings west of the bridge, although this was likely done in 1908 (*Evening Star* September 16, 1906: 53; Kreisa et al. 2022: 7-6; *Washington Post* August 20, 1906: 6; *Washington Post* August 23, 1908: S4). The PBC joined the row in July 1908, locating their new boathouse to the east of the Aqueduct Bridge (*Washington Post* July 10, 1908: 9). Over the course of the following decade, both the WCC and Dempsey's expanded creating a cohesive boathouse row centered around the bridge with Crampton's Boatyard and Warner's building just upriver from the row near the Three Sisters Islands around this time (Brown 2020: 42-43). Note that the only boathouses within the CLI boundary for certain were the WCC and Dempsey's. Warner's may have also had a storage facility just west of the WCC boathouse within the CLI boundary, but this is uncertain (Brown 2020: 44; Harris Hughes et al. 2021: 13).

While the WCC was the only boathouse in the vicinity focused wholly on canoeing, the PBC fielded canoe teams as well as rowers and in 1915, the WCC and the PBC joined forces with the Analostan Club and the Maryland Swimming Club (Baltimore) to form the Southern Division of the American Canoe Association, enabling members to enter national and international competitions (Harris Hughes et al. 2021: 15; Price et al. 2013: 23; *Washington Post* June 20, 1915: SP3). While Dempsey's as an affiliate of the Georgetown crew team was also focused on rowing, Dempsey's housed the National Capital Canoe Club and around 100 boats belonging to its members (*Washington Post* June 29, 1913: S2). The WCC and PBC paddled against each other competitively from this early period, and it is probable that they also competed against the National Capital Canoe Club (Price et al. 2013: 22). Warner's Canoe House also accommodated

paddlers, but it is uncertain if members participated competitively (Brown 2020: 45). Dempsey's seems to have stopped participating in competitive paddling for a period, possibly following the death of Patrick Dempsey in 1932, but the boathouse continued to rent canoes and began fielding competitive teams again around 1947 (Atchison April 2, 1947: 16). By this time, Jack's boathouse (1945) also joined the row, east of the PBC (Brown 2020: 42-43).

The WCC and Dempsey's both hosted a variety of social events in addition to offering recreational and competitive boating. The WCC offered boating excursions, regattas, lantern parades, swimming matches, dances, and large dinners (Bird 1991: 8-3; Harris Hughes et al. 2021: 15; Price et al. 2013: 3). While WCC's membership was initially open only to white men, social events such as these provided white women the opportunity to participate in aspects of the club, including to compete as its affiliates by 1909 (*Washington Post* September 12, 1909a: 14). Dempsey's was likely similarly racially segregated, although additional research is needed to ascertain this point. However, it is known that the boathouse provided locker rooms for men and women (*Washington Post* June 29, 1913: S2). Dempsey's boathouse also organized social events including dances and at least one carnival in 1915 and a Halloween masque in 1916 (Kreisa et al. 2022: 7-7).

Paddlers centered around this boating node on the Potomac River, spearheaded by the WCC, helped to set standards in amateur, flatwater paddling sports (Harris Hughes et al. 2021: 15). The WCC supported the American and Canadian Canoe Associations in their petition to include flatwater canoeing as a demonstration sport during the 1924 Olympics (Bird 1991: 8-3, 8-4; Brown 2020: 8, 49; Harris Hughes et al. 2021: 16; Price et al. 2013: 23). The petition was successful and the WCC sent members J.F. "Hank" Larcombe, Karl M. Knight, Charles "Bud" Havens, and Harry T. Knight, Jr. to Paris to compete in the 1924 demonstration (Brown 2020: 56; Price et al. 2013: 23; *Washington Post* March 23, 1924: S1; *Washington Post* April 6, 1924: S1). Canoeing was first recognized as a formal Olympic event in 1936 and although no WCC members placed on the US team that competed in Berlin that year, WCC members and affiliates placed on all subsequent Olympic paddling teams through 1996 (Bird 1991: 8-5; Harris Hughes et al. 2021: 16; Price et al. 2013: 24). The WCC sent 28 competitors to the Olympics during that period, more than any other paddling club (Brown 2020: 49, 56). The United States Canoe and Kayak Team (US CKT), the national governing body for Olympic flatwater racing, designated the WCC a "Center of Excellence" by 1991 in recognition of their legacy of training outstanding paddlers (Bird 1991: 8-5; Harris Hughes et al. 2021: 16; Price et al. 2013: 39).

Although the WCC and PBC (on a privately held parcel) both continue to occupy their historic boathouses and a vendor operates boat rentals from Jack's former location (on property managed by Rock Creek Park), the cohesiveness of the boathouse row from the first half of the 20th century degraded as the result of a series of disasters. Substantial floods impacted the row in 1918, 1924, 1936, 1937, 1942, 1948, 1952, 1955, 1957, 1972, 1985, and 1996 (Brown 2020: 45; Harris Hughes et al. 2021: 48). The record-breaking flood of 1936 is especially notable in the damage it caused to the boathouses of Georgetown's waterfront with standing water measuring between 19 and 21 feet higher than the normal water level (Bird 1991: 7-2). Warner's Canoe House never reopened following this flood (Brown 2020: 45, 81; Harris Hughes et al. 2021: 13). While Dempsey's weathered the repeated flooding and damage from an automobile collision in 1957, a three-alarm fire razed the boathouse in 1961 and it was never rebuilt (Bradley May 4, 1961: A1; *Evening Star* March 23, 1957: 7; Price et al. 2013: 20, 28). Dempsey's was largely abandoned save for boat storage in 1959 and its boat rental and recreational paddling services were replaced by the NPS owned Thompson's Boat Center, which opened at the confluence of Rock Creek and the Potomac in 1960 (*Washington Post* September 25, 1960: B4). The loss of Dempsey's signaled the beginning of changes to the structure of both recreational and competitive paddling in Georgetown with PBC abandoning the discipline entirely around 1970 (Brown 2020: 39).

The opening of Key Bridge in 1923 made the Aqueduct Bridge redundant, the Civil Works Administration (CWA) removed the superstructure between 1933 and 1934 (Callcott 1996: 8-3; *Washington Post* December 30, 1933: 4; *Washington Post* October 17, 1934: 8). The US Army Corps of Engineers (USACE) removed the remaining piers to a depth of 12 feet below the water in 1962 save the one nearest the Virginia shoreline (Brown 2020: 41; Elder and Weldon 2018: 168; Harris Hughes et al. 2021: 65). Although the northern abutment of the former aqueduct remains in situ within the CLI boundary, the removal of most of the Aqueduct Bridge further reduced the legibility of the boathouse row, as this was an important organizing feature and served as a means for spectators to watch trainings and competitions. Despite the diminished extent of the boathouse row along the Georgetown waterfront, the spatial organization, land use, and cultural traditions fostered by these clubs in the first half of the 20th century still persist to this day largely due to the persistence of occupation of the WCC boathouse by members of its founding organization within the CLI boundary and the continuation of the PBC immediately east of it.

ARCHITECTURAL SIGNIFICANCE (CRITERION C)

Expressing Cultural Values – Architecture - Shingle Style (1880-1900):

The WCC's boathouse is an example of Shingle style architecture, which is not a typical style within Washington, DC (McAlester 2013: 374; Price et al. 2013: 31). The boathouse's style is expressed in its uniform surface clad in wooden shingles combined with complex massing that features two turrets flanking a central balcony on its river-facing façade (south elevation). As noted in the boathouse's NRHP nomination:

> *The Washington Canoe Club is one of the finest examples of Shingle style architecture in Washington. Because of its location, design, and setting it incorporates characteristics of the style that are absent from other similar buildings. Conventional city lots do not permit the sweeping horizontality that is such a distinctive part of the Washington Canoe Club's appearance. The building's natural setting forms an ideal backdrop for its stylistic expression. Most importantly, the complex massing and continuity of exterior surface that are hallmarks of the Shingle style are emphasized by the controlled visibility of the building. From the opposite bank of the river, the sculpted quality of the building's mass composed of twin towers, central cross gable, prominent porches, and hipped roof, is strikingly apparent. This reading is enhanced by the contrast between the white framing of the openings and the dark color of the building which further subsumes details to the whole (Bird 1991: 8-6).*

Shingle style was popular in the late 19th century until around 1910 and was typical of suburban development, particularly in the summer residences of coastal towns of New England (McAlester 2013: 373-4; Price et al. 2013: 31). The Shingle style was also used for recreational architecture within New England during the years that the WCC boathouse was constructed, although the style was by that time waning in popularity (McAlester 2013: 374; Price et al. 2013: 17).

Built in two phases – first in 1905 and second in 1909-1910—architect and WCC member George Percival Hales designed the boathouse and likely sought to resemble those found along the Charles River in his former city of Boston, Massachusetts (*Evening Star* August 20, 1905: 50; *Evening Star* December 28, 1905: 9; *Evening Star* November 26, 1909: 2; *Evening Star* March 13, 1910: 20; Harris Hughes et al. 2021: 20; *Washington Times* December 6, 1905: 8). The west and north elevations are secondary as demonstrated by less detailed massing and forms and the eastern portion of the building is dominated by a three-bay addition dating to 1920-1922 (Bird 1991: 7-3). While this addition interrupts the symmetry of Hales's design, it continues the use of wooden shingles as the dominant surface of the building's exterior.

After designing the WCC boathouse, Hales went on to design a number of buildings within the Washington, DC, area, concentrated mainly in Chevy Chase, Maryland and Northwest Washington. It must be noted that racial and religious segregation enforced through covenants recorded with land deeds and by other legal means was widely practiced during this time in the Washington area, and Chevy Chase in particular was marketed by realtors of the era as, "…an exclusive enclave that easily priced out nonwhites, the newly immigrated, and the working class" (McArdle September 29, 2018; Shaver December 19, 2022). Therefore, it is likely that Hales's clients were predominately if not exclusively white Christians. In 1908, Hales joined architect A. M. Schneider to form the architecture firm of Schneider & Hales. Prior to this, he also worked with B. Stanley Simmons and Harding & Upman, as well as serving for a time under the Supervising Architect of the Treasury (*Washington Post* January 19, 1908: R6). Hales's practice focused primarily on residential and small-scale commercial buildings, so it is likely that his membership in the WCC led to his engagement to design the boathouse (*Evening Star* September 20, 1913: 13; *Evening Star* January 1, 1914: 5; *Washington Post* February 11, 1912: 10; *Washington Post* February 18, 1912: 14; *Washington Post* September 14, 1913: R3). Less frequently, he executed designs for larger construction such as the renovation of the Lincoln National Bank at 7th and D Streets Northwest, a theater at 1433 U Street Northwest, and the Chevy Chase Sanitarium in the Pinehurst section of the suburb (*Evening Star* April 5, 1913: 2; *Washington Post* July 9, 1911: C2; *Washington Post* February 8, 1914: 31).

Although the boathouse was built to the specifications of a professional architect, it still displays many of the hallmarks of a vernacular building. Although the building permits from the first two phases of construction list builders, R.Z. Hazell & Bro. (1905) and Howison & Skinker (1909-1910), WCC lore records that club members built the boathouse themselves with recycled building materials to keep membership fees low (Bird 1991: 8-5; Brown 2022: 17; *Evening Star* November 26, 1909: 2; Harris Hughes et al. 2021: 14; Price et al. 2013: 5-6). WCC members continued to perform the boathouse's maintenance through the 20th century and into the 21st century, including work such as building floats and runways for the riverside decking system and painting the boathouse in addition to larger repairs following storm events (Price et al. 2013: 12). This long history of building and rebuilding by club members has resulted in the materiality of the WCC boathouse exhibiting a commonplace quality, typical of vernacular architecture, despite architect generated design associated with a formal style (Carter and Cromley 2008: xiv).

The introduction of the Potomac Interceptor (construction began in the winter of 1966-1967 and was completed by 1968) changed the WCC's site and the boathouse's interface with the Potomac

River (*Evening Star* March 16, 1969: 87; *Washington Post* May 8, 1966: 9). The USACE installed the sewer directly in front of the boathouse, cutting it off from the water, and necessitating the inclusion of a new concrete apron south of the building that covered the eight-foot diameter pipe (Brown 2020: 125; Harris Hughes et al. 2021: 33, 65). The WCC changed the configuration of their docks and floats on the river to accommodate the sewer line and the concrete apron (Price et al. 2013: 33). Members used donated concrete from two nearby concrete mixing companies to backfill around the sewer and to reinforce the boathouse foundations in an attempt to mitigate stagnant water pooling under the building (Harris Hughes et al. 2021: 65; Price et al. 2013: 33). The parking area and associated turf west of the boathouse within the CLI boundary was installed at this time and members began to use the apron in front of the boathouse for social gatherings (Harris Hughes et al. 2021: 65; Price et al. 2013: 36). WCC members previously held their outdoor gatherings on a narrow porch and canted ramp in front of the boathouse before these features were displaced by the addition of the apron (Brown 2020: 94).

The changes catalyzed by the installation of the Potomac Interceptor compromised the structural integrity of the boathouse's foundations over time and in 2010, the NPS determined that the building was no longer structurally sound. The WCC members were not able to occupy the building at all until 2013, when temporary stabilization measures allowed it to be partially re-opened (Harris Hughes et al. 2021: 6, 29; Price et al. 2013: 31). Currently, the building is only being used for storage and the WCC is not able to continue to use the building's locker facilities or social spaces. This interruption of the cultural traditions associated with the WCC boathouse negatively impacts the integrity of the cultural landscape. Taken in total, the installation of the Potomac Interceptor constituted a change to the club's use of the space, justifying ending the cultural landscape's period of significance in the year the USACE commenced its construction.

HISTORICAL CONTEXT

The earliest boating clubs on the Potomac River in the vicinity of Washington, DC, formed in the 1840s and the Falcon Club, dating to 1844 was likely the oldest, followed soon after by the Gazelle and Undine Clubs in the latter part of the decade (Harris Hughes et al. 2021: 10; Price et al. 2013: 18). These boathouses occupied the edge of the Washington City Canal (1815), which formerly ran along what is now Constitution Avenue (Brown 2020: 27; Cianci Salvatore and Potter 2015: 8-165; Price et al. 2013: 18). The PBC, Analostan Club, and Anacostia (later Washington) Club were founded in the 1860s; the Columbia Boat Club (sometimes referred to as "Columbian Boat Club" in secondary sources) was founded in 1880; and Fletcher's Boathouse was also established during the 1880s (Brown 2020: 42-43; Harris Hughes et al. 2021: 10; Price et al. 2013: 18; Williams et al.

2022: 38). These clubs' boathouses came in a variety of sizes and forms, some of which supported social events in addition to boat storage (Harris Hughes et al. 2021: 10). Boat related businesses opened in the area to support the clubs, such as Johnson & Baker, which opened their boat building shop next to the Columbia Boathouse in 1884 (Price et al. 2013: 18, 19). Specialized clubs formed around professional associations around this time, as well, such as the Bureau of Engraving and Printing's Plate Printers Rowing Club (Price et al. 2013: 18).

The 19th century boating facilities were a mix of rowing clubs and businesses that rented boats, including canoes (Brown 2020: 27). There were also coeval boathouses for yachting, such as the Corinthian Club and Capital Yacht (Price et al. 2013: 18, 19). Although the PBC and Analostan Club were primarily for rowers, the clubs also permitted paddlers to join in the 1880s and 1890s (Brown 2020: 9). The first canoe-only club in the Washington, DC, area was the Sycamore Island Canoe Club, founded in 1885, followed in 1899 by a second called the High Island Canoe Club (Brown 2020: 14; Harris Hughes et al. 2021: 10). In 1904, the year the WCC was founded, the PBC, Analostan Club, and Columbia Boat Club drew large crowds for their rowing competitions. However, these clubs did not facilitate adequate training opportunities for paddlers and the WCC formed to focus specifically on canoeing and kayaking (Brown 2020: 15, 51; Harris Hughes et al. 2021: 14; Price et al. 2013: 4). The WCC built the first phase of their boathouse west of the Aqueduct Bridge in 1905, catalyzing the formation of a boathouse row in the area over the next half century as discussed in detail above. Although the Georgetown waterfront was primarily industrial during this early period of the WCC's history, by the end of the 20th century the industrial features in and around the CLI boundary including the C&O Canal and Georgetown Branch (also known as the Georgetown Spur) were converted for use as recreational spaces. (For additional historical context pertaining to Washington-area boating, refer to the Physical History section of this report).

National Register Significance Criteria

Criterion A: Event

Criterion C: Design/Construction

National Register Criteria Considerations

N/A

National Register Periods of Significance (with Historic Context Themes)

Table of National Register Periods of Significance

Start Year/Era and End Year/Era	Historic Context Theme	Subtheme	Facet
1905-1966	**Creating Social Institutions and Movements**	**Recreation**	**Sports (Active)**
1905-1966	**Expressing Cultural Values**	**Architecture**	**Shingle Style (1880-1900)**

National Register Areas of Significance

Category	Subcategory (only for Archeology and Ethnic Heritage)	Narrative
Architecture		
Entertainment/Recreation		

National Historic Landmark Status

No

World Heritage Site

No

National Natural Landmark

No

NRIS Information (with Other Certifications)

NRIS Name

Washington Canoe Club

NRIS ID

90002151

Other Name

N/A

Primary Certification Date

03/19/1991

Other Certification

Georgetown Historic District (Amended) (67000025)

Other Certification Date

05/28/1967

07/03/2003 (amended)

State Register Documentation

Identification Number

N/A

Name

Washington Canoe Club

Potomac Aqueduct Bridge Abutment and Pier

Listed Date

01/23/1973

Narrative

Washington, DC locally listed the WCC boathouse and the Aqueduct Bridge abutment in on the same day 1973, but do not have identification numbers for these features.

Chronology & Physical History

Chronology

Table of Chronology

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
11,000	**BCE**	**9500**	**BCE**	**Inhabited**	**Paleo-Indian hunters are the earliest known inhabitants of the Potomac Valley. These people first arrived around 13,000 years ago, likely in macrobands (Bedell et al. 2009: 8; Bedell, Raszick, and Katz 2020: 9; Fiedel, Bedell, and LeeDecker 2005: 15). Their population density in the Mid-Atlantic was low (one person every 80 square miles) with an estimated total of 120 people living in the whole of present-day Maryland (Bedell et al. 2009: 8; Fiedel, Bedell, and LeeDecker 2005: 14).**
9500	**BCE**	**7500**	**BCE**	**Inhabited**	**The Early Archaic period (9500 and 7500 BCE) was characterized in the Potomac Valley by warmer temperatures than the preceding period and a return of people following the end of the Younger Dryas (Fiedel, Bedell, and LeeDecker 2005: 15). The people of this period differ culturally from the Paleo-Indians and it is likely that they frequently moved between camps on river terraces and in upland areas in small bands (Fiedel, Bedell, and LeeDecker 2005: 15, 18).**

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
7500	**BCE**	**5000**	**BCE**	**Inhabited**	**The people of the Middle Archaic period (7500 – 5000 BCE) lived in a variety of locations in proximity to the Potomac River including upland swamps, interior ridges, and mountaintops, with base camps primarily located in floodplains (Fiedel, Bedell, and LeeDecker 2005: 20). People visited nearby Analostan Island during this period and given the increased use of this and other Potomac River Islands during this time, it is likely that the people of the Middle Archaic were traversing the Potomac River in canoes (Bedell, Raszick, and Katz 2020: 12, 14).**
5000	**BCE**	**2200**	**BCE**	**Inhabited**	**The population surged during the Late Archaic period (5000-2200 BCE) in the Mid-Atlantic (Fiedel, Bedell, and LeeDecker 2005: 24). There was an emergence of a number of cultures in eastern North America during this time and the area around the falls of the Potomac River and present-day Georgetown was likely a border with overlapping land use between the southeastern Halifax and the northeastern Otter Creek/Brewerton cultures (Bedell et al. 2009: 18).**
2200	**BCE**	**1400**	**BCE**	**Inhabited**	**The Terminal Archaic or Transitional period (the end of the Late Archaic period) (2200-1400 BCE) along the Potomac River near the CLI boundary was characterized by the introduction of the Savannah River culture, distinguished by the use of broadspears and soapstone vessels (Bedell et al. 2009: 19; Bedell, Raszick, and Katz 2020: 17; Fiedel, Bedell, and LeeDecker 2005: 26). The people of this period established large, semi-permanent settlements along the Potomac River where they spent a substantial part of the year (Bedell, Raszick, and Katz 2020: 17).**
1400	**BCE**	**400**	**BCE**	**Inhabited**	**During the Early Woodland period (1400-400 BCE), people in the vicinity of the CLI boundary established semi-permanent villages in the floodplain that included oval domestic structures and storage pits. The people of this period continued to periodically inhabit smaller foray camps in the uplands during hunting and gathering**

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
					expeditions (Fiedel, Bedell, and LeeDecker 2005: 32).
400	**BCE**	**1000**	**CE**	**Inhabited**	**The people of the Middle Woodland period (400 BCE-1000 CE) continued to inhabit settlements concentrated in the floodplain of the Potomac River and other waterways (Fiedel, Bedell, and LeeDecker 2005: 33). People of this period traveled seasonally to quarry rhyolite and collect other resources from the Catoctin Mountain (Bedell, Raszick, and Katz 2020: 23).**
1000	**CE**	**1600**	**CE**	**Farmed/Harvested**	**There were several Algonquian speaking tribes including the Nacotchtanck people in the proximity of the CLI boundary during the Late Woodland Period. Native Americans of this period farmed maize, squash, and beans in communities organized around floodplains and large streams (Bedell et al. 2009: 34; Garrison and Lester 2017: 33).**
1607	**CE**	**1608**	**CE**	**Explored**	**Captain John Smith, an English colonizer from Jamestown, traversed the Potomac River and its Eastern Branch (present-day Anacostia River). He was the first European to conduct a voyage within the vicinity of present-day Washington, DC, and recorded numerous Native American villages during his journey, including Nacotchtanck and Namoraughkend (Bedell, Raszick, and Katz 2020: 28).**
1612	**CE**	**1612**	**CE**	**Platted**	**In 1612, Captain John Smith published maps in his *General Historie of Virginia* that depicted Native American villages encountered during his journey along the Potomac River (Garrison and Lester 2017: 33).**
1632	**CE**	**1632**	**CE**	**Explored**	**Furrier Captain Henry Fleet journeyed to the Nacotchtanck village of Tohogae in 1632 (Elder and Weldon 2018: 38). Members of this expedition traveled upriver past the falls of the Potomac and they did not**

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
					encounter any indigenous people or villages within 140 miles (Bedell, Raszick, and Katz 2020: 31).
1632	**CE**	**1632**	**CE**	**Colonized**	**Cecilius "Cecil" Calvert, the second Lord Baltimore, received a grant for land north of the Potomac River from King Charles I of England in 1632 (Ditifeci 2003: 511). Calvert formed the colony of Maryland with this land grant.**
1703	**CE**	**1703**	**CE**	**Land Transfer**	**In 1703, the Maryland Assembly granted Ninian Beall a patent consisting of 795 acres of land in present-day Georgetown where he established the Rock of Dumbarton Plantation (Elder and Weldon 2018: 39).**
1711	**CE**	**1711**	**CE**	**Explored**	**In 1711, the Swiss explorer Baron Christoph von Graffenried journeyed through the Potomac Valley. His accounts indicate that Native Americans may have still inhabited Analostan Island at this time, which is in close proximity to the CLI boundary (Moss 2016: 28; Pliska et al. 2008: 4).**
1734	**CE**	**1747**	**CE**	**Established**	**George Gordon purchased 300 acres of land at the mouth of Rock Creek in 1734. He established a ferry crossing from his land to Virginia in 1738 and built a tobacco inspection house between 1745 and 1747, bolstering trade to the area (Bedell, Fiedel, and LeeDecker 2008: 35; Elder and Weldon 2018: 39).**
1751	**CE**	**1751**	**CE**	**Established**	**The Maryland Assembly established Georgetown as a tobacco port comprising 60 acres of land divided into 80 plots in 1751 (Bedell, Fiedel, and LeeDecker 2008: 35; Elder and Weldon 2018: 39).**
1785	**CE**	**1785**	**CE**	**Established**	**The Patowmack Company was founded in 1785 with the aim to create a navigable route west to the Ohio River Valley via the Potomac River. George Washington was appointed president of the company that**

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
					same year (Elder and Weldon 2018: 42).
1785	**CE**	**1802**	**CE**	**Built**	**The Patowmack Company built five skirting canals along the Potomac River north of Georgetown to aid commercial navigation (Elder and Weldon 2018: 42; Unrau 2007: 121). The laborers building the skirting canals included enslaved and indentured people (NPS 2020).**
1789	**CE**	**1792**	**CE**	**Established**	**Georgetown was incorporated as a city in 1789, the same year that land to the east was selected to form the new federal city. Pierre-Charles L'Enfant submitted a design for the capital city, which would include Georgetown within its borders, in 1791 and the territory was surveyed by Andrew Ellicott and Benjamin Banneker in 1792 (Elder and Weldon 2018: 43; Fanning 2001: sect 8, p 33).**
1820	**CE**	**1822**	**CE**	**Planned**	**The governments of Virginia and Maryland commissioned surveys between 1820 and 1822 to determine the feasibility of the construction of a canal connecting the Potomac and Ohio Rivers. Simultaneously a joint commission of the two jurisdictions conducted an inquiry into the financial standing of the Patowmack Company. As a result of these studies, decision makers chose to pursue construction of an artificial canal under the direction of a newly formed company (Elder and Weldon 2018: 42-43; Unrau 2007: 49-50).**
1823	**CE**	**1825**	**CE**	**Established**	**The Virginia Assembly passed an Act of Incorporation on February 22, 1823, to establish the Potomac Canal Company for the purposes of constructing a canal between the Potomac and Ohio Rivers (Unrau 2007: 50). On January 27, 1824, the Virginia Assembly passed a law establishing the Chesapeake & Ohio Canal Company, successor of the Potomac Canal Company and the Maryland Assembly confirmed the**

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
					incorporation of the canal company on January 31, 1825 (Unrau 2007: 52-53).
1828	**CE**	**1850**		**Built**	**President John Quincy Adams attended a groundbreaking ceremony for the Chesapeake and Ohio (C&O) Canal held in Little Falls, Maryland, on July 4, 1828 (Elder and Weldon 2018: 46; Price et al. 2013: 7). Work began on the Georgetown sections of the C&O Canal (Sections A and B) on May 1, 1829, and was completed to Seneca, Maryland, by July 22, 1831 (Elder and Weldon 2018: 45, 48). The completed 184.5-mile canal terminated to the west in Cumberland, Maryland, by 1850 (Weldon 2018: 45; Price et al. 2013: 7).**
1830	**CE**	**1830**	**CE**	**Established**	**Congress chartered the Alexandria Canal Company in 1830 for the purpose of creating an extension of the C&O Canal that would provide access to the Port of Alexandria in Virginia (Elder and Weldon 2018: 54).**
1831	**CE**	**1843**	**CE**	**Built**	**The Alexandria Canal and Potomac Aqueduct were constructed between 1831 and 1843, with traffic across the Potomac Aqueduct commencing on July 4, 1843, and navigation along the seven-mile length of the canal beginning in December of that same year (Elder and Weldon 2018: 54; Unrau 2007: 226, 445, 648; US Commission of Fine Arts and National Park Service 1968: 58).**
1849	**CE**	**1850**	**CE**	**Altered**	**Between 1849 and 1850, the C&O Canal Company raised the embankments to the highest level of flooding on record (a flood that occurred in 1847) in areas exposed to flooding from the Georgetown Level to Dam No. 6 above Hancock, Maryland (mile 134.06) (Unrau 2007: 290). Ultimately, this measure proved ineffective as the C&O Canal sustained extensive damage along the lower 22 miles of the waterway during an April 1852 flood (Elder and Weldon 2018: 57;**

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
					Unrau 2007: 290-291).
1854	**CE**	**1856**	**CE**	**Altered**	**Land to move the towpath from the riverside of the canal to the berm side along the western Georgetown Level was secured by mid-summer 1854 and work on the relocation commenced in the spring of 1855 (Elder and Weldon 2018: 58). In the late spring of 1856, the canal company completed a modification to the towpath between Frederick Street (present-day 34th Street NW) and Warren Street (present-day 37th Street NW). A new towpath bridge was constructed within the CLI boundary to allow mules and drivers to pass over the canal at the point of transition above the Potomac Aqueduct (Cianci Salvatore and Potter 2015: 8-179; Ebersole 2019: 3; Unrau 2007: 470).**
1861	**CE**	**1866**	**CE**	**Military Operation**	**During the Civil War, the United States government seized the Potomac Aqueduct from the Alexandria Canal Company and drained it on December 16, 1861, partially as a military strategy to defend against Confederate attack of the capital (Brown 2020: 39; Elder and Weldon 2018: 64; US Commission of Fine Arts and National Park Service 1968: 59). The aqueduct remained under government control until 1866 (US Commission of Fine Arts and National Park Service 1968: 59).**
1868	**CE**	**1868**	**CE**	**Expanded**	**Around 1868, the Alexandria Railroad and Bridge Company built a toll bridge over the aqueduct trunk of the Potomac Aqueduct, allowing the company to continue to use the lower level of the structure as an aqueduct, while the upper level served as a highway bridge (Elder and Weldon 2018: 69; US Commission of Fine Arts and National Park Service 1968: 59-60).**
1868	**CE**	**1888**	**CE**	**Built**	**The Analostan Mills west of the Potomac Aqueduct/Aqueduct Bridge was first built**

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
					between 1868 and 1888 and first associated with the company Beall & Shoemaker (Canal View of Beall & Shoemaker's Mill 1888; Maryland State Archives 2007: 19; US Commission of Fine Arts and National Park Service 1968: 61). The mill was later acquired and operated by W.H. Tenney & Sons for processing flour and corn meal (Brown 2020: 28).
1886	**CE**	**1888**	**CE**	**Altered**	**The Potomac Aqueduct was purchased by Congress in 1886 and in 1888 a project was completed to replace the existing superstructure with a light iron truss bridge affixed to the existing stone piers (Elder and Weldon 2018: 77; US Commission of Fine Arts and National Park Service 1968: 60).**
1889	**CE**	**1890**	**CE**	**Retained**	**The C&O Canal Company was unable to afford to repair the canal following a devastating flood in May 1889 and soon after declared bankruptcy (Elder and Weldon 2018: 76; Unrau 2007: 585). The Circuit Court of Washington County, Maryland initially appointed receivers for the C&O Canal on March 3, 1890, and later appointed trustees to manage the waterway's business on October 2, 1890 (Chesapeake and Ohio Canal Company 1905: 1; Unrau 2007: 585).**
1890	**CE**	**1892**	**CE**	**Built**	**Around 1890, the Washington & Western Maryland Railroad Company proposed an elevated trestle south of the C&O Canal. Although the date construction began is unknown, the scheduled completion date was 1892. The project was never completed and only 4,400 feet of the trestle was built including a portion that ran through the present-day site of the WCC boathouse (Brown 2020: 30; Harris Hughes et al. 2021: 31).**
1904	**CE**	**1904**	**CE**	**Established**	**The Washington Canoe Club was established in 1904 to provide a club focused on paddling sports in Washington, DC. Note**

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
					that it is possible that the club was organized in 1904, but not formally incorporated until 1905 (Harris Hughes et al. 2021: 18; Price et al. 2013: 4).
1905	**CE**	**1905**	**CE**	**Built**	**The WCC began constructing its Shingle style boathouse in August 1905 following the design of architect George Percival Hales (Harris Hughes et al. 2021: 33; Price et al. 2013: 4; *Washington Post* August 2, 1905: 9). The firm R.Z. Hazell & Bro are listed as builders on the building permit, although club tradition holds that WCC members did much of the building using recycled materials (Bird 1991: 8-5; Brown 2022: 17; Harris Hughes et al. 2021: 5, 20; Price et al. 2013: 5-6, 8). The construction was completed by early December of that year (*Evening Star* December 28, 1905: 9; *Washington Times* December 6, 1905: 8).**
1906	**CE**	**1908**	**CE**	**Built**	**Georgetown University's rowing crew, formerly located at the foot of 32nd Street NW, moved its floating boathouse to a location immediately west of the Aqueduct Bridge in March 1906 (Kreisa et al. 2022: 7-6; *Washington Post* March 8, 1906a: 8). Their boathouse was named Dempsey's in honor of the Georgetown rowing coach at the time, Patrick Dempsey. It sank in August 1906 and was reinstalled on its moorings around 1908 (*Evening Star* September 16, 1906: 53; Kreisa et al. 2022: 7-6; *Washington Post* August 20, 1906: 6; *Washington Post* August 23, 1908: S4).**
1906	**CE**	**1910**	**CE**	**Built**	**The B&O Railroad began plans for its Georgetown Branch in 1906 and removed the remaining portion of the Washington & Western Maryland Railroad trestle in 1907 in preparation for construction. The tracks for the new line were laid between 1908 and 1910 and ran directly north of the WCC boathouse cutting off its northern entrance from the C&O Canal's towpath (Brown 2020:**

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
					30, 31; Harris Hughes et al. 2021: 21, 31).
1906	**CE**	**1941**	**CE**	**Inhabited**	**Beginning in the late 19th century and continuing in the decades leading up to WWII, the banks of the Potomac River between the Potomac Aqueduct and Chain Bridge were used for camping in the summer by Washington, DC-area residents. This overlaps with the first decades of the WCC and members joined the social life engendered by the camps, which included canoe races on the Potomac (Brown 2020: 27, 33-35). As early as 1906, the WCC organized a summer camp upriver for its members and continued to participate in this annual tradition until around 1941 when the practice was prohibited by the government (Price et al. 2013: 22; *Washington Post* June 10, 1906: S4).**
1908	**CE**	**1908**	**CE**	**Built**	**The Potomac Boat Club (PBC) sold their boathouse near present-day Wisconsin Avenue NW in 1908 and built their current gable-fronted boathouse east of the Potomac Aqueduct (outside of the WCC CLI boundary) in close proximity to Dempsey's Boathouse and the WCC (Brown 2020: 39; Harris Hughes et al. 2021: 13; Price et al. 2013: 18; *Washington Post* July 10, 1908: 9). This move was significant in solidifying the presence of the boating community along the Georgetown waterfront.**
1909	**CE**	**1909**	**CE**	**Demolished**	**The structures associated with the Analostan Mills west of the aqueduct was likely demolished by 1909 with its former parcel redeveloped by Dempsey's boathouse (Georgetown College & Aqueduct Bridge 1909; Military Funeral Procession Crossing Aqueduct Bridge 1912).**
1909	**CE**	**1910**	**CE**	**Expanded**	**In 1909, the WCC began planning an expansion to their boathouse and hired George P. Hales to execute the design to be constructed by building firm Howison &**

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
					Skinker (*Evening Star* November 26, 1909: 2; Harris Hughes et al. 2021: 20). Work on the two-story, wood-frame addition was completed by early spring of 1910 (*Evening Star* March 13, 1910: 20).
1909	**CE**	**1910**	**CE**	**Built**	**WCC's 1909 plans to expand the boathouse incorporated a steel bridge to connect the C&O Canal towpath to the northeast tower of the boathouse at the mezzanine level (Harris Hughes et al. 2021: 21; Price et al. 2013: 10). This connection was completed circa 1910 with the boathouse addition (Harris Hughes et al. 2021: 21).**
1909	**CE**	**1910**	**CE**	**Altered**	**The B&O Railroad expanded the northern arch of the Potomac Aqueduct east of the WCC to accommodate trains passing beneath the bridge, likely between 1909 and 1910 (Brown 2020: 32; Elder and Weldon 2018: 83; US Commission of Fine Arts and National Park Service 1968: 61). As part of this project, the B&O Railroad installed fill in place of the earlier trestle passing under the abutment's northern arch, creating additional dry land along the shoreline (Brown 2020: 32).**
1909	**CE**	**1917**	**CE**	**Built**	**Around 1909, the WCC applied for a permit to have the US Army Corps of Engineers (USACE) install riprap above the boathouse and this work was completed in the early 1910s (Harris Hughes et al. 2021: 21; Price et al. 2013: 10). A cement retaining wall may have been installed to shore up the WCC's foundations around 1917 (Price et al. 2013: 10).**
1913	**CE**	**1914**	**CE**	**Expanded**	**Between 1913 and 1914, Dempsey's completed work to expand their facility upriver close to the eastern edge of the WCC boathouse, increasing their storage capacity to 1,000 canoes (Brown 2020: 37; Harris Hughes et al. 2021: 12; Price et al. 2013: 11; *Washington Post* May 3, 1914: R3). The**

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
					National Capital Canoe Club rented a portion of the facility for boat storage (*Washington Post* June 29, 1913: S2).
1915	**CE**	**1915**	**CE**	**Established**	**The WCC joined with the PBC, Analostan Club, and the Maryland Swimming Club (Baltimore) in 1915 to form the Southern Division of the American Canoe Association in order to enter national and international competitions (Harris Hughes et al. 2021: 15; Price et al. 2013: 23).**
1917	**CE**	**1923**	**CE**	**Built**	**The Francis Scott Key Bridge (Key Bridge) was constructed between 1917 and 1923 outside of the WCC CLI boundary to the east. This concrete-ribbed, seven arched structure was designed by Nathan C. Wyeth and replaced the Aqueduct Bridge as a connection between Virginia and Georgetown, eventually leading to the demolition of most of the aqueduct structure (Caemmerer 1953: 209; Callcott 1996: 8-2; Fishback 1917: 314).**
1918	**CE**	**1918**	**CE**	**Damaged**	**In February 1918, an ice dam formed as a result of the river thawing, the water crested at 13.8 feet above normal levels in the Georgetown area, and large blocks of ice collided with the boathouses along the river (NOAA 2023; *Washington Post* February 15, 1918: 1). The WCC sustained approximately $25,000 in damages and Dempsey's damages were estimated to be as high as $35,000 (Brown 2020: 36-37; Harris Hughes et al. 2021: 22; Price et al. 2013: 25; *Washington Post* February 16, 1918: 2; *Washington Post* February 18, 1918: 2).**
1919	**CE**	**1922**	**CE**	**Built**	**The Commissioners of the District of Columbia built a concrete retaining wall along the C&O Canal prism and Canal Road NW within the CLI boundary between 1919 and 1922 (Christianson et al. 2021: 8). A stone portion of the wall dates to an earlier period and demonstrates two phases of**

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
					construction, one made with random rubble and the other made with coursed ashlar stone masonry (Ebersole and Boyle 2023: personal communication).
1920	**CE**	**1922**	**CE**	**Expanded**	**Between 1920 and 1922, the WCC added a three-bay eastern addition that included a women's locker room and additional canoe storage (Harris Hughes et al. 2021: 5, 23; Price et al. 2013: 11). It is possible that riprap was installed around the building's pilings as part of this work (Harris Hughes et al. 2021: 33). Dempsey's was also rebuilt by 1922, with the one-story building replaced by a two-story boathouse flanked by a single-story boat shed and building that abutted the WCC's eastern addition (Brown 2020: 41; Harris Hughes et al. 2021: 12, 13).**
1924	**CE**	**1924**	**CE**	**Established**	**The American and Canadian Canoe Associations successfully petitioned to include flatwater canoeing as a demonstration sport at the 1924 Olympics in Paris (Bird 1991: 8-3, 8-4; Brown 2020: 8, 49; Harris Hughes et al. 2021: 16; Price et al. 2013: 23). The WCC sent four members to compete in the games and returned with six medals (Bird 1991: 8-4; Brown 2020: 56; Price et al. 2013: 23; *Washington Post* March 23, 1924: S1; *Washington Post* April 6, 1924: S1).**
1933	**CE**	**1934**	**CE**	**Demolished**	**The Civil Works Administration (CWA) razed the iron superstructure and upper portion of the stone piers of the Potomac Aqueduct in 1933 (Brown 2020: 41; Elder and Weldon 2018: 83; *Washington Post* December 30, 1933: 4; *Washington Post* October 17, 1934: 8).**
1936	**CE**	**1936**	**CE**	**Damaged**	**On March 19, 1936, the Georgetown waterfront was inundated by a flood that broke all previous records (Emery 1938: 52). The Warner's Canoe House shed west of the WCC was destroyed and the WCC was flooded to 15 inches above the level of the**

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
					second floor (Brown 2020: 45; Harris Hughes et al. 2021: 6, 13, 24; Price et al. 2013: 26; *Washington Post* March 20, 1936: 21).
1936	**CE**	**1936**	**CE**	**Altered**	**Following the 1936 flood, the WCC boathouse was painted green. Previously, the boathouse was likely painted red with white trim (Harris Hughes et al. 2021: 52).**
1936	**CE**	**1936**	**CE**	**Established**	**Paddling events (both flatwater canoe and kayak racing) were recognized as full Olympic sports for the first time during the 1936 Berlin games (Brown 2020: 49, 56; Harris Hughes et al. 2021: 16; Price et al. 2013: 23-24). The Berlin Olympics included nine paddling events with 121 competitors from 19 countries competed (Olympiade Berlin 1937: 1021). Although the WCC members did not successfully compete for spots on the 1936 US team, they placed on every team fielded by the US for Olympic paddling moving forward through 1996 (Bird 1991: 8-5; Harris Hughes et al. 2021: 16; Price et al. 2013: 24).**
1936	**CE**	**1939**	**CE**	**Expanded**	**The WCC expanded their women's locker room sometime between 1936 and 1939. The modified locker room spanned across the entire length of the northern side of the eastern addition (Harris Hughes et al. 2021: 5, 23, 24, 33, 79).**
1938	**CE**	**1940**	**CE**	**Land Transfer**	**The federal government acquired the C&O Canal on September 28, 1938, and the National Park Service (NPS) took over management of the property. The agency secured two racially segregated CCC camps of Black workers (NP-1 and NP-2) to prepare the canal for recreational use (Cianci Salvatore and Potter 2015: 8-199; Elder and Weldon 2018: 89; Urner Price November 19, 1939, Page M2). The CCC repairs allowed 22-miles of the restored canal to be watered by August 1940 (Elder and Weldon 2018: 88; Mackintosh 1991: 31).**

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1939	**CE**	**1939**	**CE**	**Land Transfer**	**The WCC's existing lease with the C&O Canal was terminated when the federal government acquired the waterway. The WCC was issued an interim special use permit in October 1938 and on January 1, 1939, a new lease between the Department of the Interior and the WCC went into effect (Harris Hughes et al. 2021: 31, 32; Price et al. 2013: 8). Dempsey's was also within the right-of-way of the C&O Canal and the title transferred to the federal government as part of the acquisition of the canal (Bradley May 4, 1961: A1).**
1939	**CE**	**1949**	**CE**	**Altered**	**The concrete retaining wall between the canal prism and Canal Road NW within the CLI boundary was modified between 1939 and the late 1940s with the addition of a canted wing wall.**
1950	**CE**	**1950**	**CE**	**Established**	**The Old Georgetown Act (Public Law 81-808), enacted in 1950, established design criteria for buildings within the "Old Georgetown" district, giving the National Commission of Fine Arts review of plans for new construction, alterations, and demolitions, including within the CLI boundary (Price et al. 2013: 14; P.L. 81-808 1950; US Commission of Fine Arts 2023).**
1955	**CE**	**1955**	**CE**	**Damaged**	**In October 1955, a two-foot diameter hole developed in the canal prism north of Dempsey's and the WCC boathouses. The locks west of the break were closed and the locks to the east were opened while a work crew repaired the waterway. (*Evening Star October 3, 1955: 26; Washington Post* October 15, 1955: 19).**
1957	**CE**	**1957**	**CE**	**Damaged**	**Snowmelt and heavy rains caused flooding in 1957 that displaced the WCC boathouse five feet downstream and club members had to borrow railway equipment to return the boathouse to its foundations (Bird 1991: 7-4; Harris Hughes et al. 2021: 24; Price et al.**

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
					2013: 12, 13, 26).
1957	**CE**	**1957**	**CE**	**Damaged**	**In March 1957, an automobile collision caused a car to crash into Dempsey's boathouse's wall, damaging about a dozen canoes and Dempsey's tool shed in addition to the boathouse (*Evening Star* March 23, 1957: 7; Price et al. 2013: 20).**
1960	**CE**	**1971**	**CE**	**Built**	**Congress enacted Public Law 86-515 on June 12, 1960, authorizing the development of the Potomac Interceptor to provide a sewer line extending from Dulles International Airport to the DC system (Council of the District of Columbia 2022; P.L. 86-515 1960). As part of installation of this new infrastructure, the USACE laid a 15-foot-wide concrete apron south of the WCC, covering the eight-foot diameter sanitary pipe (Brown 2020: 125; Harris Hughes et al. 2021: 33, 65). Although the pipe and concrete apron adjacent to the WCC were installed by 1968 (construction began in the winter of 1966-1967), work was delayed due to controversy over a proposed Whitehurst Freeway connection over the Three Sisters Islands half a mile upriver from the WCC and work on the interceptor was not completed until around 1971 (*Evening Star* March 16, 1969: 87; Price et al. 2013: 13; *Washington Post* May 8, 1966: 9).**
1960	**CE**	**1971**	**CE**	**Altered**	**The WCC used donated concrete from two nearby concrete mixing companies to backfill around the Potomac Interceptor and to reinforce the boathouse foundations, in response to site changes brought by construction of the sewer between 1960 and circa 1971 (Harris Hughes et al. 2021: 65).**
1961	**CE**	**1961**	**CE**	**Destroyed**	**Dempsey's boathouse burnt in a three-alarm fire in 1961 (Bradley May 4, 1961: A1). The boathouse was abandoned in 1959 due to structural issues (Graves July 17, 1959: C6). Following the demise of Dempsey's, the**

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
					WCC boathouse was the only historic boathouse that remained within the CLI boundary.
1962	**CE**	**1962**	**CE**	**Demolished**	**The USACE removed the remaining portions of the Potomac Aqueduct bridge piers, save one near the Virginia shore (pier one) in 1962 (Brown 2020: 41; Elder and Weldon 2018: 168; Harris Hughes et al. 2021: 65). A portion of the material from the demolished structure was used as riprap to line the shoreline near the WCC (Bird 1991: 7-2; Harris Hughes et al. 2021: 65).**
1970	**CE**	**1970**	**CE**	**Removed**	**The WCC removed the steel bridge over railroad tracks around 1970 (Brown 2020: 46; Harris Hughes et al. 2021: 27).**
1971	**CE**	**1971**	**CE**	**Established**	**On January 8, 1971, Congress passed Public Law 91-664, which established the C&O Canal National Historical Park (CHOH) (Harris Hughes et al. 2021: 13; Cianci Salvatore and Potter 2015: 8-224). The new park unit included full extent of the canal from Cumberland, Maryland to Rock Creek (Cianci Salvatore and Potter 2015: 8-224).**
1972	**CE**	**1974**	**CE**	**Damaged**	**Hurricane Agnes damaged 66 miles of the canal's towpath in 1972, including at the Georgetown Level, rendering much of it impassible (Shaffer 1997: 89). The extent of the damage to the towpath within the CLI boundary is uncertain, however, the towpath between Georgetown and Seneca was repaired in 1974, with the exception of Widewater (Elder and Weldon 2018: 174; Shaffer 1997: 95).**
1972	**CE**	**1976**	**CE**	**Damaged**	**In June 1972, Hurricane Agnes flooded the first floor of the WCC boathouse, necessitating a number of repairs completed over the next four years including replacement of the wooden framing at the base of the exterior walls along west and north sides of building with concrete**

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
					masonry units (Brown 2020: 122; Harris Hughes et al. 2021: 27).
1985	**CE**	**1986**	**CE**	**Abandoned**	**Freight service via the Georgetown Branch was discontinued in 1985. The CSX Railroad, a conglomerate operating the Georgetown Branch by this time, formally abandoned the rail line in 1986 (Coalition for the Capital Crescent Trail 2023b; Phillips April 17, 1988: 62).**
1988	**CE**	**1996**	**CE**	**Established**	**The Coalition for the Capital Crescent, an alliance between 27 interest groups, advocated for the establishment of a trail along the former Georgetown Branch's right-of-way. The Capital Crescent Trail was established between 1988 and 1996 under the combined auspices of the NPS and Montgomery County (Coalition for the Capital Crescent Trail 2023a; Coalition for the Capital Crescent Trail 2023b; Phillips April 17, 1988: 62).**
1992	**CE**	**1992**	**CE**	**Altered**	**In 1992, two WCC members replaced the structural support system in the eastern addition as part of alterations to accommodate larger standard canoe sizes (Harris Hughes et al. 2021: 5, 79).**
2002	**CE**	**2022**	**CE**	**Planned**	**The DC Water and Sewer Authority began plans for the Potomac River Tunnel (PRT) in 2002 as part of a larger plan to mitigate pollution from Combined Sewer Overflows (CSOs). The proposed design for the PRT includes an access shaft passing below the WCC parking area and the city completed a Phase IB/II archeological investigation for the project in 2022 (Brown 2020: 121; Kreisa et al. 2022: i).**
2005	**CE**	**2008**	**CE**	**Altered**	**Between 2005 and 2008, the WCC replaced the wooden frames and flooring of its balcony due to deterioration and the south wall at the first story was reconstructed, which included changes to doors and**

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
					windows on this elevation (Harris Hughes et al. 2021: 29).
2010	**CE**	**2013**	**CE**	**Abandoned**	**In 2010, the NPS determined the WCC boathouse was structurally unsound and the building remained completely unoccupied until early spring 2013, when the NPS implemented temporary measures to improve the structural integrity of the building allowing it to be partially reopened (Harris Hughes et al. 2021: 6, 29; Price et al. 2013: 31).**
2017	**CE**	**2023**	**CE**	**Planned**	**The WCC engaged the firms cox graae + spack architects (now known as CGS Architects) and Matteo Cobb Collaborative (MCC) Architectural Engineers in 2017 to create a conceptual design for the boathouse that included adaptations to mitigate flood risk in future (cox graae + spack architects 2020; Harris Hughes et al. 2021: 4). The NPS and WCC began to coordinate planning for the rehabilitation of the boathouse in early 2020 and as of 2023, this process is ongoing (CHOH March 5, 2020).**
2019	**CE**	**2022**	**CE**	**Inhabited**	**In 2019, the NPS and WCC executed a 60-year lease allowing the club to continue to use the building during that period (Brown 2020: 121; Harris Hughes et al. 2021: 3, 32; NPS 2019). The NPS and WCC organization executed an amendment to this lease in December 2022 to specify that the United States of America (acting through the NPS) owns the WCC boathouse (NPS 2022).**

Physical History

The following section provides information on the physical development and evolution of the site, organized by time periods.

INTRODUCTION

The physical history for this Cultural Landscape Inventory (CLI) relies on both primary and secondary sources to create a comprehensive understanding of the development of the Washington Canoe Club (WCC) (mile marker 1.08) and surrounding landscape. It incorporates and expands on the narratives presented in a number of secondary sources focused mainly on the WCC's boathouse, specifically the *Washington Canoe Club National Register of Historic Places Inventory Nomination Form* (Bird 1991); The Historic American Buildings Survey (HABS) report, *Washington Canoe Club HABS DC-876* (Price et al. 2013); and *Washington Canoe Club: Historic Structure Report, Volume I: Site History, Existing Conditions, and Recommendations for Treatment* (Harris Hughes et al. 2021). The social history described in this section owes much to WCC member Christopher N. Brown's book *Images of America: Washington Canoe Club* (2020). For the pre-contact history, this report summarizes the information presented in several archeological reports with an emphasis on that described in *Cohongorooto: The Potomac above the Falls – Archeological Identification and Evaluation Study of C&O Canal National Historical Park Rock Creek to Sandy Hook (Mile Markers 0 to 59) Volume I* (Fiedel, Bedell, and LeeDecker 2005), which encompasses the CLI boundary and its immediate vicinity. The pre-contact geographic area is similar to that summarized in the *National Park Service Cultural Landscapes Inventory: Lyndon Baines Johnson Memorial Grove on the Potomac* (Ribeiro Jones 2022) and, as such, much of the pre-contact history narrative that follows was adapted from that report.

PALEO-INDIAN PERIOD (11,000 – 9500 BCE)

The Potomac River has been in approximately the same location for two million years and it has been a tidal estuary for about 8,000 years (Garrison and Lester 2017: 32). The present-day location of the WCC is near the boundary between the Coastal Plain and the Piedmont, both of these regions extend along the eastern United States from New Jersey to Georgia (Figure 4). The Piedmont is comprised of igneous and metamorphic rock and the Coastal plain is characterized by clay and silt soils. The point where these two physiographic regions join is known as the fall line. The powerful water velocity of the falls on the Potomac River means that this area has historically been the head of navigation for the waterway. The first falls on the river are about four miles upstream from the WCC and the navigability of this part of the river has enabled the long

history of human habitation (Bedell, Raszick, and Katz 2020: 6). Archeological evidence reveals that the Potomac Valley was first inhabited by people 13,000 years ago (Bedell et al. 2009: 8; Bedell, Raszick, and Katz 2020: 9).

The first inhabitants of the area arrived around 11,000 BCE and are referred to as Paleo-Indians. The Paleo-Indian period (11,000-9500 BCE) began prior to the end of the Pleistocene (the last ice age or period of repeated glaciations) and continued through the beginning of the modern, Holocene period (Fiedel, Bedell, and LeeDecker 2005: 12). Paleo-Indian groups inhabited the Mid-Atlantic at a low density that would have amounted to only about 120 people living in the whole of present-day Maryland (one person every 80 square miles) (Bedell et al. 2009: 8; Fiedel, Bedell, and LeeDecker 2005: 14). These people may have formed in macrobands, single and mobile social groups, and would have selected their camp locations based on factors such as proximity to migrating herds of animals and availability of tool making materials like jasper, chalcedony, and chert (Fiedel, Bedell, and LeeDecker 2005: 15). Archeologists have found Clovis spear points, which are indicative of Paleo-Indian occupation, within the Potomac Valley. While people in the west hunted now extinct megafauna during this period, archeological evidence shows that Paleo-Indians of eastern North America hunted smaller game and fished for sustenance (Bedell, Raszick, and Katz 2020: 9). There is very little evidence of human habitation in present-day Maryland and Virginia between approximately 12,500 and 11,500 years ago. It may be that the increased cold coinciding with the Younger Dryas (beginning 12,900 years ago) forced people to temporarily abandon the region (Fiedel, Bedell, and LeeDecker 2005: 15).

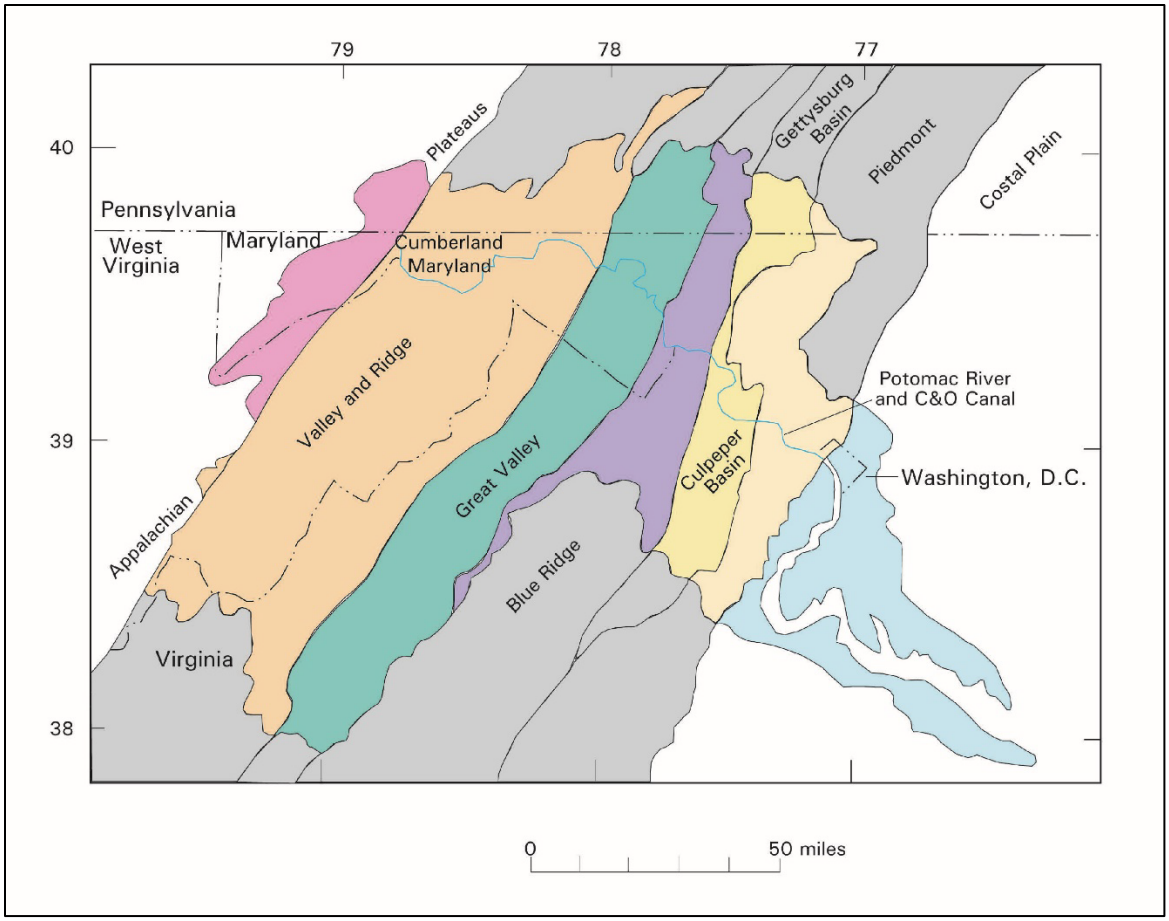


Figure 4: Map illustrating the geological provinces and sections between Georgetown, Washington, DC and Cumberland, Maryland. Figure from: Southworth et al. "Geology of the Chesapeake and Ohio Canal National Historical Park and Potomac River Corridor, District of Columbia, Maryland, West Virginia, and Virginia," 2001. Integrated Resource Management Applications (IRMA) (https://irma.nps.gov, accessed 2023).

EARLY ARCHAIC PERIOD (9500–7500 BCE)

The beginning of the Holocene in 9500 BCE brought warmer temperatures and people returned to present-day Maryland and Virginia. This time is known as the Early Archaic period (9500 BCE – 7500 BCE) and the new inhabitants of the Potomac Valley differed culturally from the people who inhabited the area prior to and during the Younger Dryas. Sites associated with the Early Archaic culture are concentrated on river terraces and upland areas (Fiedel, Bedell, and LeeDecker 2005: 15). It is likely that the human population around the present-day C&O Canal during this period was organized into small bands that moved frequently, rarely staying at one camp for more than a few weeks (Fiedel, Bedell, and LeeDecker 2005: 18).

The forests of the Potomac Valley changed as the spruce (*Picea* spp.)-dominated canopy shifted further north and was replaced by forests dominated by oak (*Quercus* spp.) and hickory (*Carya* spp.). Although the megafauna, such as mammoths and mastodons, of the Ice Age (corresponding with the Pleistocene Period) were extinct by the Early Archaic period, the area maintained a variety of animals including deer, bears, wolves, and elk (Bedell et al. 2009: 11). The people of this period created small, notched points that differ from the Clovis spear points of the earlier period. These smaller points, known as Kirk points, have been found relatively near Georgetown, specifically around Little Falls and along the Anacostia River (Bedell, Raszick, and Katz 2020: 9, 12). People of the Early Archaic period continued to use tool making materials previously used by Paleo-Indians, but they also began to use rhyolite (an extrusive igneous rock), quartz, and quartzite (both metamorphic rocks) (Bedell et al. 2009: 11-12; Fiedel, Bedell, and LeeDecker 2005: 16).

MIDDLE ARCHAIC PERIOD 7500 – 5000 BCE

The Middle Archaic period (7500 – 5000 BCE) corresponds with the warmest temperatures and driest conditions of the modern era called the Altithermal or Hypsithermal (Bedell et al. 2009: 15). There are more numerous and larger sites dating to this period than of the Early Archaic period and the people of the Middle Archaic used a more diverse range of tools than their predecessors. Tools introduced during this period were used for woodworking, seed-grinding, and nut-cracking. Additionally, Middle Archaic sites include more diverse settings than found in the preceding period and include upland swamps, interior ridges, and mountaintops, with base camps primarily located in floodplains (Fiedel, Bedell, and LeeDecker 2005: 20).

The bifurcated points characteristic of the Middle Archaic period are found within and adjacent to the present-day C&O Canal boundary, but in smaller numbers than types associated with the Late Archaic period (Bedell et al. 2009: 15; Fiedel, Bedell, and LeeDecker 2005: 20-21). Bifurcated points are found throughout the Mid-Atlantic, in both the upper and lower Potomac, so there is no evidence of a cultural split between different physiographic areas (Bedell et al. 2009: 15). Storage pits used to cache nuts, acorns, tubers, and other surplus food were likely first introduced during this period and continued to be used at long-term settlements in succeeding periods (Fiedel, Bedell, and LeeDecker 2005: 32).

Archeologists have determined that people visited Analostan Island (also known as Mason's Island, present-day Theodore Roosevelt Island) 9,000 years ago, which is less than a mile to the southeast of the CLI boundary. The people of this period traveled as far as the Catoctin Mountain in Maryland for rhyolite to make tools. Human use of the island increased around 6200 BCE and

given the increased use of this and other Potomac River Islands during this time, it is likely that the people of the Middle Archaic were traversing the Potomac River in canoes (Bedell, Raszick, and Katz 2020: 12, 14).

LATE ARCHAIC PERIOD (5000– 2200 BCE)

The population in the Mid-Atlantic surged during the Late Archaic period (5000–2200 BCE) (Fiedel, Bedell, and LeeDecker 2005: 24). Prior to 4000 BCE, the forests of this period in Maryland and Virginia were dominated by oaks, pines (*Pinus* spp.), and hemlocks (*Tsuga* spp.). However, the climate warmed between 4000 and 3500 BCE and trees such hickory and chestnut (*Castanea* spp.), in addition to oaks, thrived, all producing nuts that could be stored as provisions for winter. The rise in population suggests that people of this period used these readily available food resources (Bedell, Raszick, and Katz 2020: 14, 16).

The onset of a sudden temperature cooling around 3250 BCE corresponds with a temporary increase in the number of occupation sites in the Mid-Atlantic and the Northeast generally. However, increased precipitation during this period may have caused instability in occupational patterns over the long term (Bedell et al. 2009: 19; Fiedel, Bedell, and LeeDecker 2005: 24). Estuaries formed at the mouths of rivers as the rate of sea level rise decreased with cooling temperatures. Fish and shellfish inhabited these areas providing a new food source for people in the area (Fiedel, Bedell, and LeeDecker 2005: 24-25).

A number of cultures inhabited eastern North America during the Late Archaic period. The most prevalent within the immediate area of present-day Washington, DC, was the Halifax culture. However, the area around the falls of the Potomac River and present-day Georgetown was likely a border with overlapping land use between the southeastern Halifax and the northeastern Otter Creek/Brewerton cultures (Bedell et al. 2009: 18). Radiocarbon dating for artifacts associated with the Halifax culture typically ranges between 4000 to 3000 BCE. There is evidence of their habitation along the mid-Potomac shoreline and on Analostan Island (southeast of the CLI boundary). Furthermore, there is also archeological evidence that human occupation extended through the Late Archaic period beyond the presence of the Halifax culture in the area (Bedell, Raszick, and Katz 2020: 16).

Changes in settlement patterns in the Mid-Atlantic occurred about 2500 BCE to 2200 BCE. During this period, there were fewer upland settlement sites than immediately prior with habitation clustered around the Potomac River and other floodplain sites (Fiedel, Bedell, and

LeeDecker 2005: 25). Broadspear-using people, such as the Savannah River culture, began replacing the Halifax and Brewerton cultures in the area around 2500 BCE (Bedell et al. 2009: 19).

TERMINAL ARCHAIC PERIOD (2200-1400 BCE)

The Transitional or Terminal Archaic period begins around 2200 BCE and is marked by changes in subsistence patterns (Fiedel, Bedell, and LeeDecker 2005: 26). It should be noted that some scholars cite the beginning of the Terminal Archaic period to be as early as 2400 BCE (Bedell, Raszick, and Katz 2020: 17). The pervasiveness and abruptness of these changes have led some archeologists to speculate that the shift was initiated by the arrival of migrants from elsewhere, likely further south with the Savannah River culture in the Piedmont and Coastal Plain of present-day Georgia and the Carolinas (Bedell et al. 2009: 19; Bedell, Raszick, and Katz 2020: 17; Fiedel, Bedell, and LeeDecker 2005: 26). This period coincides with the spread of the broadspear, a tool possibly used to spear or process fish, from the south to the Mid-Atlantic. Another innovation of this period was the development of soapstone (also known as steatite) cooking vessels. This material was quarried in the Piedmont of Virginia, Maryland, and Pennsylvania. Such quarries are known to have existed in present-day Washington, DC, and Fairfax County, Virginia (Fiedel, Bedell, and LeeDecker 2005: 26). In addition to fishing, the people of this period also harvested and processed the roots of marsh plants that they called Tuckahoe to supplement their diet (Bedell, Raszick, and Katz 2020: 17).

Hunter-gatherer communities of the Savannah River culture began to establish semi-permanent settlements along the Potomac River around this time (Bedell, Raszick, and Katz 2020: 17; Elder and Weldon 2018: 37). These communities were less mobile than the Halifax and coeval groups, spending more of their year in large, riverside encampments. They traveled via canoe to navigate the coastal environment. In contrast, the cultures of the Late Archaic period lived in small, highly mobile groups and occupied widely dispersed sites prior to the transition to the Terminal Archaic period (Bedell, Raszick, and Katz 2020: 17). This period coincides with population growth, new social hierarchies, and an increased use of available riverine resources (Elder and Weldon 2018: 37).

EARLY WOODLAND PERIOD (1400 - 400 BCE)

Many of the Terminal Archaic period lifeways of the Mid-Atlantic persisted into the Early Woodland period. The people of this time still inhabited large base camps near coastal areas of navigable waterways, with the largest sites established near the Potomac River's tributaries both above and below the falls (Bedell, Raszick, and Katz 2020: 19). In the Mid-Atlantic, the Early

Woodland period coincided with the advent of ceramic containers made of baked clay used both for cooking and serving food (Fiedel, Bedell, and LeeDecker 2005: 31). The earliest ceramic in the Mid-Atlantic region, called Marcey Creek ware (circa 1450 to 1000 BCE), was made to resemble the flat bottoms and tub shape of earlier soapstone bowls (Bedell et al. 2009: 26). Later styles of pottery such as Accokeek (1000 to 400 BCE) and Selden Island (1000 to 750 BCE) are also commonly found in the Great Valley (a basin known as the Shenandoah Valley in Virginia that stretches east of the Valley and Ridge physiographic province that runs through the Mid-Atlantic) (Bedell et al. 2009: 26). Marcey Creek pottery sherds have been found along the Potomac River within 2 miles of the CLI boundary and on nearby Analostan Island, while Accokeek sherds have been found along both the Anacostia and Potomac Rivers, as well as Analostan Island (Bedell, Raszick, and Katz 2020: 19).

The people of this period constructed semi-permanent villages that were concentrated in floodplains. However, they also periodically inhabited smaller foray camps in the uplands while they harvested nuts and hunted game such as deer and turkeys. The floodplain villages included oval houses and storage pits used to save collected nuts, seeds, and tubers (Fiedel, Bedell, and LeeDecker 2005: 32). Archeologists have found evidence that people of this period were selectively encouraging the growth of desirable plants, but there is no conclusive evidence that they were practicing agriculture (Benson et al 2003: 20; Bedell et al. 2009: 30).

Algonquian speakers emigrated from near Lake Ontario to the Mid-Atlantic after about 900 BCE. These migrants were the ancestors of many contact-period groups of eastern Maryland and Virginia including the Nacotchtanck (a corruption of the Algonquian name; alternatively spelled Nacotchtank or Nacotchtant; sometimes referred to as Necostin or Anacostin) and Piscataways (sometimes referred to as Conoy or Kanawha) (Fiedel, Bedell, and LeeDecker 2005: 35). By the 1600s, Algonquian languages were spoken commonly in the Chesapeake (Bedell, Raszick, and Katz 2020: 26).

MIDDLE WOODLAND PERIOD (400 BCE – 1000 CE)

Many aspects of human habitation of the Mid-Atlantic remain consistent between the Early and Middle Woodland periods. Villages continued to be concentrated in floodplains indicating that people of the Middle Woodland period continued to hunt, fish, and gather, moving between different seasonal camps (Fiedel, Bedell, and LeeDecker 2005: 33). Pope's Creek pottery (400 BC to 300 CE), Mockley ware (300 to 1000 CE), and Fox Creek-Selby points are some of the material culture associated with this period that have been found within the vicinity of the CLI boundary (Bedell, Raszick, and Katz 2020: 23).

While the overall population in North America began to decline during the early part of this period, the population on Analostan Island grew and we can infer that people of the period were traversing the nearby CLI boundary as part of their occupation of the island. The overall population of the mid-Potomac region began to grow after 1 CE. While the settlement continued to be concentrated along the river, people of this period traveled seasonally to the Catoctin Mountain to quarry rhyolite and collect other resources not available in the coastal environment. This means the people living in immediate proximity of the CLI boundary traveled at least 75 miles annually as part of their seasonal migrations (Bedell, Raszick, and Katz 2020: 23).

LATE WOODLAND PERIOD (1000 TO 1600 CE)

Many Mid-Atlantic groups began to grow maize (corn) around 1000 CE, designating the beginning of the Late Woodland period. Sites from this period tend to be concentrated around the rich agricultural soils of the floodplains, although hunting, gathering, and fishing continued as means of supplementing the diets of Late Woodland inhabitants of the area. Maize was first domesticated in Mexico about 7,000 years ago and archeologists posit that it must have taken several generations of selective planning by Native American farmers in colder climates to find varieties suitable to shorter growing seasons in other parts of North America (Bedell et al. 2009: 34).

People of this period began to establish small, permanent hamlets and larger villages and they relied on large storage pits to store surplus food (Fiedel, Bedell, and LeeDecker 2005: 36). Native Americans of the Late Woodland period along the Potomac built houses constructed out of saplings that were buried in the ground and then arced to create a frame that was then covered either by bark or woven mats (Bedell et al. 2009: 36). It is unlikely that these villages were occupied year-round. People would have lived in these villages during the planting and harvest seasons but traveled during other times of year to hunt and gather (Bedell et al. 2009: 36).

During the Late Woodland period, the inhabitants of eastern North America began to use bow and arrow (Bedell et al. 2009: 34). This technology was used to hunt a variety of animals with deer and turkey being most common. Other game animals eaten by people in this area include elk, rabbit, and squirrel, in addition to fish, mussels, and freshwater clams from the river (Bedell et al. 2009: 36). The villages sited along the Potomac River were often near fish weirs in the waterway used to catch shad and eels (Bedell et al. 2009: 34).

Between 1200 and 1300 CE, settlements of the Mid-Atlantic were not yet stockaded, however, around this time the population grew in the area (Bedell, Raszick, and Katz 2020: 26). Likely,

increased conflict between cultural groups resulted from the population boom and Native Americans began to stockade their settlements for protection around this time. There is also evidence of increased population displacement during this period (Bedell et al. 2009: 36; Fiedel, Bedell, and LeeDecker 2005: 36). The Late Woodland period corresponded with the onset of the Little Ice Age that began in 1300 CE and lasted until 1850 CE. This climatic transition likely stressed food sources such as crops of maize and game animals, which in turn led to increased conflict among Late Woodland groups competing for access to dwindling food sources (Bedell et al. 2009: 36; Fiedel, Bedell, and LeeDecker 2005: 36).

There was an emergence of ranked societies during this period and cultural groups developed into the tribes and chiefdoms that persisted at the beginning of European colonization in the late 16th and early 17th centuries (Fiedel, Bedell, and LeeDecker 2005: 36). The Falls Zone around the James, Rappahannock, and Potomac Rivers during the early historic period were boundaries between competing ethnic groups that inhabited the Piedmont and Tidewater. This spatial pattern had likely already been established in the Late Woodland period. The banks of the Potomac in the area immediately around the CLI boundary was sparsely populated at this time relative to earlier periods (Bedell, Raszick, and Katz 2020: 28).

During the final years of the Late Woodland period just prior to European colonization, the Algonquian-speaking tribes in the vicinity of present-day Washington, DC, cultivated several plants imported from present-day Mexico, specifically maize (as described above), squash, and beans (Garrison and Lester 2017: 33). Beans were introduced to the Mid-Atlantic several centuries after maize was first grown by Native Americans of the area (Bedell et al. 2009: 34). By the end of the Late Woodland Period, the tribes of the area were consolidated around regional leaders including the Powhatan in southeastern Virginia and the Piscataway of eastern Maryland (Garrison and Lester 2017: 33; Pliska et al. 2008: 4).

EUROPEAN COLONIZATION AND THE FORMATION OF GEORGETOWN (1607-1784)

Documentation from the 17th and 18th centuries indicates that there were three language groups spoken in the Mid-Atlantic region during this period: Algonquian, Siouan, and Iroquoian. In Virginia and North Carolina, the Siouan speakers occupied the Piedmont, and the Algonquians occupied the Coastal Plain separated by the Fall Line (the point of transition between the Piedmont and Coastal Plain physiographic provinces). Additionally, there were pockets of Iroquoian speakers around the Fall Line in Virginia and North Carolina, however greater numbers occupied the interior further north in present-day Pennsylvania and New York. The

language groups spoken in the Piedmont of present-day Maryland during this period by indigenous people is unknown (Fiedel, Bedell, and LeeDecker 2005: 42).

There were two known Native American villages within the vicinity of the CLI boundary in the early 17th century: Nacotchtanck along the eastern bank of the present-day Anacostia River and Namoraughkend (alternatively spelled Namoraughquend) on the western shore of the Potomac River (Fanning 2001: sect 8, p 32). The exact location of Namoraughkend is unknown. However, it was located within the present-day boundaries of Arlington County across the Potomac River from the CLI boundary on the Virginia shoreline, either within or in close proximity to land now managed by the National Park Service (NPS) as part of the George Washington Memorial Parkway (GWMP) (Pliska 2008: 130). The people who lived in both of these villages, and who were likely inhabiting Analostan Island as well, were part of the Nacotchtanck Native American tribe, which was part of the Powhatan chiefdom (Pliska et al. 2008: 4). The Nacotchtanck had between 400 and 500 members at this time. It is likely that the Nacotchtanck village (translated as "at the trading town") on the Anacostia River was their largest. The village occupied an important node in a long-distance trading network between the Chesapeake Bay and the Appalachian Mountains. The Algonquian speakers of this era hunted, foraged, and grew crops in addition to their trade network (Elder and Weldon 2018: 40). The Potomac River adjacent to these villages supported herring, shad, and sturgeon, as well as other aquatic life that could be harvested for food (Garrison and Lester 2017: 33). Note that most of the dry land within the WCC CLI boundary was not extant during the prehistoric and early historic periods. Instead, the site comprises layers of river sediment and human generated fill material that was built up in association with industrial land use and construction over the course of the 19th and 20th centuries (Bedell 2016: I; Kreisa et al. 2022: 7-23). A recent archeological investigation found that the fill deposits around the present-day location of the WCC boathouse ranged between nine and 16 feet in depth (Kreisa et al. 2022: 7-23). Refer to the Topography section of this report for additional information on how industrial land use shaped the site.

Captain John Smith, a member of Jamestown established by English colonizers in 1607 in present-day Virginia, led an expedition to the Chesapeake Bay and the Potomac River in 1608. The goal of this journey was to discover the Northwest Passage (a route believed to exist at the time that connected the Pacific and Atlantic Oceans) (Elder and Weldon 2018: 38). Smith was the first European to voyage up the Potomac River within the boundaries of present-day Washington, DC, and he named this waterway "Potomac" for the Patawomekes, an Algonquian speaking tribe (Fiedel, Bedell, and LeeDecker 2005: 42). As part of this undertaking, Smith traveled to the

Nacotchtanck village at the mouth of the Anacostia River (named for Nacotchtanck tribe). He also recorded the Namoraughkend village discussed above in addition to others at the mouths of Aquia Creek and the Anacostia River (Bedell, Raszick, and Katz 2020: 28). Smith included these villages in maps prepared for the 1612 publication *General Historie of Virginia* (Garrison and Lester 2017: 33) (Figure 5).



Figure 5: Detail of map depicting John Smith's 1608 voyage on the Potomac River from Jamestown, VA. Approximate present-day location of the WCC cultural landscape is indicated by the blue arrow. "Virginia," 1624. Library of Congress (http://hdl.loc.gov/loc.gmd/g3880.ct000377, accessed 2022).

Smith traveled upriver to just beyond the falls of the Potomac, but his expedition did not record the Nacotchtanck village of Tohogae, located in the present-day location of Georgetown (Elder and Weldon 2018: 38; Fiedel, Bedell, and LeeDecker 2005: 42). The first known English account of this village dates to 1632, when furrier Captain Henry Fleet sailed to Tohogae during a journey

to the Potomac falls (Elder and Weldon 2018: 38). He described the present-day location of Georgetown, stating:

> *This place without all question is the most pleasant and healthful place in all this country, and most convenient for habitation, the air temperate in the summer and not violent in winter. It aboundeth with all manner of fish. The Indians in one night will catch thirty sturgeons in a place where the river is not above twelve fathoms broad. And as for deer, buffaloes, bears, turkeys, the woods do swarm with them, and the soil is exceedingly fertile (quoted in Elder and Weldon 2019: 38).*

Fleet sent his crew upriver past the falls of the Potomac as part of this expedition and they did not encounter any people or villages within 140 miles of the falls, indicating that the once numerous Native American settlements lining the Potomac River shoreline were abandoned by the 1630s (Bedell et al. 2009: 48; Bedell, Raszick, and Katz 2020: 31). Subsequently, Tohogae was taken from the Nacotchtanck by European colonizers during the course of the 17th century (Elder and Weldon 2018: 38).

In June 1632, King Charles I of England granted the land north of the Potomac River to Cecilius "Cecil" Calvert, the second Lord Baltimore, who used the grant to form the Maryland colony. This land grant included the future sites of both Georgetown and the District of Columbia. The first Lord Baltimore, George Calvert, had originally petitioned for the land grant, but he died in April of 1632 and so the charter was issued to his son, Cecil (Ditifeci 2003: 511). The land was granted through a proprietary charter and Cecil Calvert collected an annual quit rent from his tenants, which was in turn paid to the monarch (Elder and Weldon 2018: 38).

The Powhatan chiefdom and European colonists had a complex relationship that was intermittently obstructed by armed conflict such as the Anglo-Powhatan Wars of 1609 and Native American acts of resistance in 1622 and 1644 (Bedell, Raszick, and Katz 2020: 31). In 1646, the Powhatan chiefdom signed a peace treaty with English colonists (Bedell, Raszick, and Katz 2020: 31). By the 1650s, Native Americans had sold or been forcefully dispossessed of their lands along the Potomac River's shores by European colonizers. Europeans had established an economy based on tobacco plantations that relied on the labor of enslaved and indentured people by this period. These plantations lined the Potomac and were concentrated near the fall line (Fanning 2001: sect 8, p 33; Bedell et al. 2020: 31).

In 1703, the Maryland Assembly granted Ninian Beall, a Scotsman and former political prisoner, a patent of land, a portion of which was within present-day Georgetown. This was following a 1699 commendation from the colonial legislature of Beall "…for his services upon all incursions and

disturbances of the neighboring Indians…" indicating that Beall actively participated in the displacement of Native Americans within the Maryland Colony (quoted in Taggart 1908: 151). This was the first patent granted in the Maryland Colony in the vicinity of the CLI boundary and the grant consisted of 795 acres near the Rock Creek Landing. These lands were either taken by force or abandoned by the Nacotchtanck (Elder and Weldon 2018: 38-39). Beall established the Rock of Dumbarton Plantation with his grant, thereby launching a tobacco-based economy within the vicinity of the CLI boundary (Elder and Weldon 2018: 39; Taggart 1908: 152). While further research is needed to understand the structure and operations of the Rock of Dumbarton Plantation, it is certain that Ninian Beall was an enslaver from Deeds of Gift he made granting enslaved Black people to his family members and through the language of his will (Magruder 1911: 26; Prince George's County Land Records 1706a: Folio 186a; Prince George's County Land Records 1706b: Folio 186; Prince George's County Land Records 1706c: Folio 186; Prince George's County Land Records 1706d: Folio 186; Prince George's County Land Records 1706e: Folio 186a; Prince George's County Land Records 1706f: Folio 185a; Prince George's County Land Records 1706g: Folio 186a; Prince George's County Land Records 1706h: Folio 186a; Prince George's County Land Records 1711: Liber F, Folio 68; Prince George's County Register of Wills 1717: WB 6, p. 504).

In 1711, the Swiss explorer Baron Christoph von Graffenried journeyed through the Potomac Valley. During his travels, he noted that there were Native Americans living on Analostan Island (which he referred to as Anacostien Island; both names are variants of Nacocthtank), which is near the present-day location of the WCC (Moss 2016: 28; Pliska et al. 2008: 4). Some scholars have suggested that Graffenried actually meant Heater's or Conoy (named for the Piscataway tribe) Island located near Point of Rocks on the Potomac (Bedell, Raszick, and Katz 2020: 33). It is therefore possible that there were still Native Americans living in close proximity to the CLI boundary at this time, but it is not certain.

Rock Creek Landing served as a port from which tobacco and other goods could be delivered and shipped for export. In 1732, two 40-foot tobacco houses were built in Georgetown to provide structures to dry tobacco crops as part of the curing process indicating the importance of tobacco trade to the town's economy. George Gordon purchased 300 acres at the mouth of Rock Creek in 1734 and in 1738 he established a ferry crossing from the mouth of Rock Creek to Virginia (Bedell, Fiedel, and LeeDecker 2008: 35). George Gordon built a tobacco inspection house, known as a "rolling house," between 1745 and 1747 on his land and it became a destination for tobacco to be inspected from surrounding agricultural areas (Elder and Weldon 2018: 39). This

infrastructure bolstered trade at the mouth of Rock Creek following the establishment of Maryland's Tobacco Inspection Act in 1747, which required that licensed merchants inspect all tobacco at official inspection points. Gordon's rolling house was one such official inspection house (Bedell, Fiedel, and LeeDecker 2008: 35). Two taverns were established during this time, which also increased traffic to Georgetown, one owned by Thomas Odell (1747) and the other owned by Joseph Belt (1748) (Elder and Weldon 2018: 39).

The developments described above brought more people to the area along the Potomac near the mouth of Rock Creek and in 1751 a petition was introduced in the Maryland Assembly for the formation of a town near George Gordon's tobacco inspection house (Elder and Weldon 2018: 39). As a result, Georgetown was founded comprising 60 acres of land divided into 80 lots that included a portion of George Gordon's and George Beall's (son of Ninian Beall) holdings (Bedell, Fiedel, and LeeDecker 2008: 35; Elder and Weldon 2018: 39). The present-day location of the C&O Canal traverses this area between present-day M Street NW and the river, however, the location of the WCC and the CLI boundary are west of Georgetown's early borders (US Commission of Fine Arts and National Park Service 1968: 12).

Georgetown (established in 1751 and incorporated in 1789) along with nearby Alexandria, Virginia (established in 1749 and also known as Belhaven during its early history) were both mid-18th century port towns that shipped tobacco, wheat, and other produce to other colonies or to England, relying on the Potomac River as a commercial navigation route (Chappell 1973: 3). During this period, tobacco warehouses lined the western waterfront of Georgetown (Elder and Weldon 2018: 40). The first public wharves were constructed along Water Street NW in 1762 to accommodate the expansion of the tobacco trade in the town. During the American Revolutionary War in the following decade, Georgetown's industrial infrastructure served as a depot for the dispersal of military supplies (Elder and Weldon 2018: 40).

Georgetown was designated an official flour inspection site around 1771, reflecting the diversification of cash crops in the Mid-Atlantic to include a diverse range of grains in addition to tobacco cultivation, which had declined by this time (Elder and Weldon 2018: 40). The use of indentured servitude dwindled in the late 17th century, and by the 18th century agricultural labor in the Chesapeake was predominately performed by enslaved Black people (Wood and Rabinowitz 2003: 6, 7). Plantations and many farms continued to exploit enslaved Black workers when the economy shifted from tobacco cultivation to grain cultivation in the region in the mid-18th century (Wood and Rabinowitz 2003: 10). By the close of the century, flour mills stood alongside the tobacco warehouses of the Georgetown waterfront, attesting to Georgetown's

importance as an industrial center during the early years of the republic and by extension its dependency on the enslaved labor that underpinned the agrarian economy of the Chesapeake region (Figure 6) (Elder and Weldon 2018: 40).



Figure 6: Print by George Isham Parkyns depicting the Georgetown waterfront. "View of the suburbs of the city of Washington," ca. 1795. Library of Congress (https://lccn.loc.gov, accessed 2023).

THE PATOWMACK COMPANY AND THE FOUNDING OF WASHINGTON, DC (1785-1822)

The Patowmack Company was established in 1785 in order to develop a navigable route to the Ohio River Valley via the Potomac River (Elder and Weldon 2018: 42). Plans for this route had its origins with the earlier formation of the Ohio Company in 1748 formed by a group of Virginians, although the plan was never executed due to vulnerability to French attack within the Ohio Valley (Elder and Weldon 2018: 41). During the French and Indian War, interest in pursuing the route was revived in the wake of defeat of the Virginia militia at the Battle of Fort Necessity (also known

as the Battle of Great Meadows) on June 3, 1754. In July 1754, following this defeat, George Washington traveled by canoe down the Potomac River to Great Falls to discern whether it was a viable route for military transport to the Ohio Territories and he determined that it would be possible with construction of bypass canals. Ultimately, General John Forbes chose to use a Pennsylvania route instead and the Potomac route was again abandoned. However, in 1775, Washington received authorization from the Maryland and Virginia legislatures to begin a Potomac River navigation project, but this was halted by the start of the American Revolutionary War. In spring of 1784, after the end of the war the previous year, Thomas Jefferson urged Washington to resume the canal project (Elder and Weldon 2018: 41). Although initially disinclined to recommence the navigation project, Washington conducted a survey of the Potomac River and ultimately agreed with Jefferson that the project should be pursued. Washington's involvement spurred the formation of the Patowmack Company and he was appointed president upon its founding (Elder and Weldon 2018: 42).

In 1789, land in the vicinity of Georgetown was selected for the new United States capital, the same year that Georgetown was incorporated as a city. The area included the confluence of the Potomac and Anacostia Rivers, Georgetown including the land within the present-day CLI boundary ceded by Maryland, as well as Alexandria ceded by Virginia. The location was partially selected based on the Potomac River's potential to provide a nautical connection between the Chesapeake Bay and the Ohio Valley (Elder and Weldon 2018: 24). Hired by George Washington, Pierre-Charles L'Enfant designed the plan for the city. L'Enfant submitted his proposal for the "Territory of Columbia" in March of 1791. Andrew Ellicott and Benjamin Banneker completed a survey that reflected this plan in 1792 (Fanning 2001: sect 8, p 33).

In the late 18th century, the Potomac River's character differed above and below the vicinity of the CLI boundary. To the north, the river was narrow and as deep as 85 feet with a bed of rock and gravel. Near Easby's Point, just southeast of the CLI boundary, the river's form changed, widening from no more than 900 feet across to approximately 5,000 feet across with a bed covered by alluvial soils with large areas of shoal water cut through by deep channels (Chappell 1973: 1). The Potomac River is tidal south of Little Falls and fluctuates with the tides of the Atlantic Ocean (Chappell 1973: 1; Garrison and Lester 2017: 34). There are three navigable channels between Georgetown and the Anacostia River: the Washington Channel (also known as the City Channel), the Virginia Channel, and the Georgetown Channel. The Virginia Channel ran between Analostan Island and the Virginia shore and ended near the Georgetown harbor. The Georgetown Channel was located near Georgetown harbor and merged with the Virginia

Channel southeast of Analostan Island, and the Washington Channel stretched for several miles above the confluence of the Potomac and Anacostia Rivers (Chappell 1973: 4). As agricultural production and development along the Potomac's course increased during the early 19th century, the sediment load into the river increased and the siltation sometimes created sediment bars in these channels that blocked shipping routes. It is estimated that approximately 20,000 square miles of land above Little Falls drained into the Potomac River (Chappell 1973: 1). By the close of the 18th century, Georgetown had been displaced as the most prominent port in the area by Alexandria, due in part to siltation of the Georgetown harbor (Elder and Weldon 2018: 44). Furthermore, the Baltimore produce market outcompeted that of Georgetown. However, the flour trade greatly expanded within Georgetown during this period (Elder and Weldon 2018: 41).

The capital officially moved from Philadelphia, Pennsylvania to Washington, DC, in 1800 and this signaled an increase in the importance of the Potomac River as a commercial navigation corridor (Garrison and Lester 2017: 33; Bedell, Raszick, and Katz 2020: 35). By 1802, the Patowmack Company had built skirting canals constructed at intervals along the Potomac River, creating five bypasses to allow for easier navigation. The company relied on the labor of both enslaved and indentured workers to build this infrastructure (NPS 2020). The skirting canals were located at Little Falls, Great Falls, Seneca Falls, House Falls, and Shenandoah Falls (present-day Harpers Ferry, West Virginia) (Elder and Weldon 2018: 42). Traffic through the skirting canals carried freight in the early years of the 18th century (Chappell 1973: 3). Georgetown was a terminal port for western trade in the tidewater, facilitated by the Patowmack Canal. Goods such as flour, whiskey, furs, lumber, produce, and coal were shipped from Cumberland, Maryland and other western locations (Figure 7) (Elder and Weldon 2018: 44). In November 1802, Benjamin Latrobe (later hired to be the architect for the Capitol in 1803), created a plan for a continuation of the Little Falls skirting canal that would travel through Georgetown and across Rock Creek, north of the present-day location of the C&O canal (Elder and Weldon 2018: 42; US Commission of Fine Arts and National Park Service 1968: 19). This proposal was illustrated in four drawings entitled "Plans and Sections of the Proposed Continuation of the Canal at the Little Falls of Potomak [*sic*] to the Navy Yard in the City of Washington." However, the estimated cost was prohibitively expensive, and Congress did not approve the canal's construction (Formwalt 1980: 48-49) (Figure 8).



Figure 7: Print by George Beck and T. Cartwright depicting the Georgetown waterfront and the Potomac River. "George Town and Federal City, or City of Washington," 1801. Library of Congress (https://lccn.loc.gov, accessed 2023).

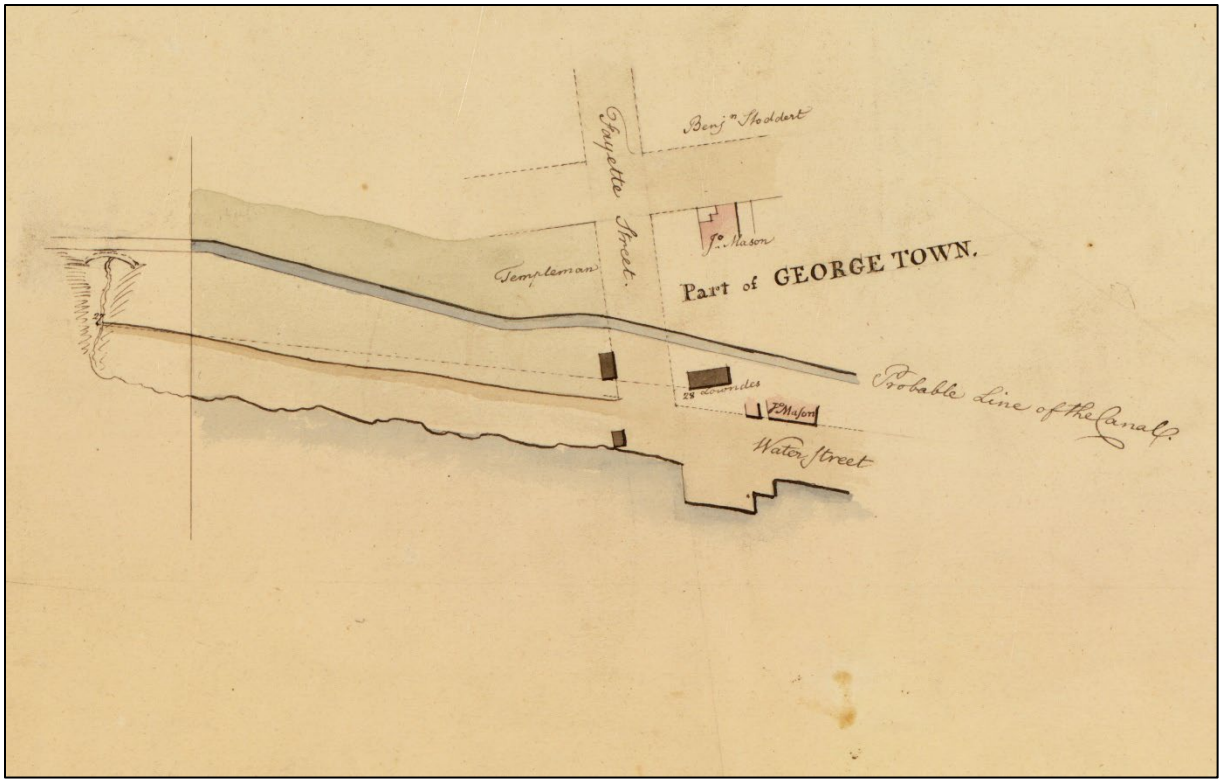


Figure 8: Detail of plans by Benjamin Latrobe (drawn by Nicholas King) showing the proposed location of a canal through Georgetown that was never built. Depicted here is the intersection of Fayette Street (present-day 35th Street NW) and Water Street NW located about .2 miles east of the present-day location of the WCC boathouse. "Plans and sections of the proposed continuation of the Washington Canal from Rock Creek to Little Falls of the Potomac, Washington D.C.," 1802-1803. Library of Congress (https://lccn.loc.gov, accessed 2022).

The completion of New York's Erie Canal in 1817 marked the beginning of the canal era in the United States and a focus on continual, permanent canals beyond the relatively simple skirting canals constructed by the Patowmack Company. In 1819, the Patowmack Company requested a survey of its works in the hopes of warding off the abandonment of its river improvements in favor of a new artificial canal. The Commonwealth of Virginia authorized its Board of Public Works to survey the Patowmack Canal and to simultaneously explore the potential for development of a canal between the Potomac River and the southern branches of the Ohio River. Thomas Moore from the Virginia Board conducted a survey in 1820 and was accompanied by Isaac Briggs, engineer for the State of Maryland during a second examination in 1822 (Unrau 2007: 49). The engineer's findings were issued in two reports that asserted the canal connecting the two rivers should be pursued, meaning that the skirting canals would be abandoned (Elder and Weldon 2018: 42-43; Unrau 2007: 49-50). During this same period a joint commission

representing Virginia and Maryland investigated the finances of the Patowmack Company and in December 1822 issued a report that related the considerable debt incurred by the company and its failure to fulfill the requirements of its charter. Leaders of both state governments considered whether the artificial canal should be constructed through an additional subscription to the Patowmack Company or if a new company should be created to do so, effectively abandoning the older company. Ultimately, decision makers chose to form a new company to build the artificial canal (Unrau 2007: 50).

CONSTRUCTION OF THE C&O CANAL'S GEORGETOWN SECTION (1823-1831)

Note that what follows is a general overview of the development of the C&O Canal at the Georgetown Level. Please refer to the *Georgetown Area CLI* (Elder and Weldon 2018) for additional information.

The Potomac Canal Company was established on February 22, 1823, by an Act of Incorporation passed by the Virginia Assembly to construct the canal between the Potomac and Ohio Rivers. However, the act required confirmation by the State of Maryland to take effect. Ultimately, Maryland rejected the act on account of lobbying by Baltimore business owners who objected to the potential for the new infrastructure to undermine their local market (Elder and Weldon 2018: 43; Unrau 2007: 50-51). Maryland instead invested in the development of the Baltimore & Ohio (B&O) Railroad as a route to western markets, a risky venture considering that steam engines were still under development (Elder and Weldon 2018: 43; High 2000: 20).

Charles Fenton Mercer, a Virginia representative, and others organized a convention in November 1823 in Washington, DC, to garner the support of Congress for the canal project. President James Monroe subsequently urged Congressional support of the project during a December 1823 address and Congress responded by allocating $30,000 for planning and surveying the route of the canal (Elder and Weldon 2018: 43; Unrau 2007: 53). Virginia passed a law establishing the Chesapeake & Ohio Canal Company, successor of the Potomac Canal Company, on January 27, 1824 (Unrau 2007: 52-53). The Maryland Assembly ultimately did confirm the Virginia Act of Incorporation for the canal company on January 31, 1825 (Unrau 2007: 53).

Work began on the C&O Canal on July 4, 1828, the same day that ground broke for construction of the B&O Railroad, two routes that would continue to compete throughout the 19th century (Elder and Weldon 2018: 45; Price et al. 2013: 7). President John Quincy Adams attended a groundbreaking ceremony for the C&O Canal held in Little Falls, Maryland, symbolically turning

the first spade of soil (Elder and Weldon 2018: 46; Price et al. 2013: 7). The completed C&O Canal would measure 184.5 miles terminating to the west in Cumberland, Maryland by 1850 and divided into sections measuring about a half-mile in length (Weldon 2018: 45; Price et al. 2013: 7). Rock Creek was established as the eastern terminus of the canal system by September 17, 1828 (Elder and Weldon 2018: 47). The Georgetown Level comprised two sections (Sections A and B) that were completed by contractors Isaac McCord & Co. and John Baker (Elder and Weldon 2018: 45, 48). Section A, awarded to Isaac McCord & Co., extended between the mouth of Rock Creek to the Market House and Section B, contracted to John Baker, comprised the area west of the Market House to the Old Cannon Foundry, which included the present-day location of the WCC (Elder and Weldon 2018: 48).

Work began on Sections A and B of the canal prism on May 1, 1829 (Elder and Weldon 2018: 48). The trapezoidal canal prism was intended to be 60 feet wide at the top, 42 feet wide at the bottom, and 6 feet deep between Georgetown and Harper's Ferry, however, the executed prism within the Georgetown area to Little Falls varied in dimension at surface from between 46 feet and 80 feet wide with depths between 6 feet to 7 feet (Elder and Weldon 2018: 48, 143, 144). Much of the Georgetown Level of the prism was reinforced in stone, which differed from the earthen banks of the rest of the canal's prism to the west. The stone was likely necessary to maintain the steep slope of the prism within the Georgetown area and consisted of a mix of gabbro (igneous rock) and micaceous schist (metamorphic rock) (Elder and Weldon 2018: 48). However, the prism within the WCC CLI boundary was not lined with stone, but instead consisted of fill covered with puddling clay (clay that is made watertight through the removal of air pockets) (Ebersole and Boyle 2023: personal communication). Within the vicinity of the present-day location of the WCC, the towpath was planned to be on the riverside of the canal (as opposed to the berm side), varying between 9 feet and 12 feet in width. The towpath material at the Georgetown Level was clay and sand in some areas and paved with knapped rock smoothed with rollers in other areas (Elder and Weldon 2018: 49).

The C&O Canal Company encountered numerous challenges to completing the canal including labor shortages, illness, lack of materials, difficulty in securing land rights, and competition from the B&O Railroad (Elder and Weldon 2018: 46). The canal company advertised for indentured servants in Irish and Dutch newspapers, promising to supply room and board in addition to a monthly wage. The workers building the canal as a whole labored under poor conditions including unsanitary working camps, dangerous working conditions in bad weather, and inadequate food supplies. In August 1829, illness drove many of the laborers into towns adjacent

to construction including Georgetown. Georgetown's leaders complained about this influx of sick and dying people (Elder and Weldon 2018: 46-47).

The company's Board of Directors considered purchasing 100 enslaved people to perform work, but this plan was not executed (Elder and Weldon 2018: 46). Historian Harland D. Unrau describes the C&O Canal Company's consideration of purchasing enslaved laborers as a precedent set by the Patowmack Company for construction or the skirting canals:

> *. . . [T]he directors at the urging of President Mercer, considered the purchase of 100 black slaves [sic] for the use of the company. In taking this step, as in the case of the indentured servants, the board was following the example of the Potomac Company, despite the warning of the unfortunate results of the earlier experiments. As it would be necessary to instruct the slaves in the art of cutting stone and construction masonry, the directors took no action to carry out the recommendation. When a proposal to purchase 350 slaves came up before the annual meeting of the company stockholders in June 1830, it was decisively defeated. By that time the company, believing the results were not commensurate with the effort, had given up on all schemes to provide cheap labor for the contractors (Unrau 2007: 121).*

Despite the ongoing labor shortage, the C&O Canal Company successfully completed the prism from Georgetown to Seneca, Maryland by July 22, 1831, and opened to barge traffic that year (Elder and Weldon 2018: 45). The Georgetown industrial mills were spurred by the opening of the canal as the C&O was used to ship processed grains, thereby increasing the Potomac River's use for commercial navigation. Mill owners also came to rely on the C&O Canal for power by the late 1830s when they began purchasing leases for rights to excess water in the Georgetown area (Figure 9) (Elder and Weldon 2018: 53).



Figure 9: Print by Augustus Kollner illustrating the C&O Canal in Georgetown. "Canal, Potomac River, Georgetown," 1839. Library of Congress (https://lccn.loc.gov, accessed 2023).

In addition to commercial barges, there were also packet boats established during the first year of canal operation that transported mail and offered passenger service for pleasure excursions. The C&O Canal Board officially granted permission to packet boats to use the waterway on July 1, 1831, although packet service had begun in the spring of that year (Elder and Weldon 2018: 61; Unrau 2007: 337). Packet boats with passenger service offered trips to destinations such as Great Falls, Seneca, and eventually destinations further west such as Harpers Ferry and they often included entertainment such as music and meal options (Elder and Weldon 2018: 61-62). Although initially the excursions proved to be unprofitable, with the number of licensed packet boats dropping to only one by 1834, passenger service for tourists was bolstered in the 1850s with

the completion of the canal to Cumberland, Maryland, and excursion boats continued to operate until the closure of navigation on the canal in 1924 (Elder and Weldon 2018: 27, 62; Unrau 2007: 337-341). Canal tourism began again in 1941 following the Federal *Government's restoration of the canal (Elder and Weldon 2018: 27)*. Refer to the section entitled *Federal Acquisition of the C&O Canal (1933-1940)* below for additional information on this period of the canal's history.

CONSTRUCTION OF THE ALEXANDRIA CANAL AND THE POTOMAC AQUEDUCT (1831-1843)

Congress chartered the Alexandria Canal Company in 1830 to construct a canal extension that would connect the Port of Alexandria in Virginia to the C&O Canal. The project, named the Alexandria Canal, would span the Potomac River to connect to the C&O Canal to the Virginia shore via an aqueduct bridge, allowing merchants to bypass Georgetown and ship goods directly to Alexandria (Elder and Weldon 2018: 54). This fact initially led to opposition to the project by Georgetown merchants, which was coupled by the indifference of the C&O Canal Company (Unrau 2007: 198). Work began on the Potomac Aqueduct (also known as the Alexandria Aqueduct or the Aqueduct Bridge) on July 4, 1831, on the Virginia side in present-day Arlington County under the supervision of Major William Turnbull of the U.S. Topographical Engineers (Elder and Weldon 2018: 54; Unrau 2007: 221, 648).

However, the C&O Canal Company Board presented obstacles to completing the project. In March 1833, the board insisted on charging the Alexandria Company tolls for transporting stone for the aqueducts construction via the C&O Canal, despite the overall benefit that access to the Alexandria market would provide them (Unrau 2007: 453). Furthermore, the Alexandria Canal Company worked for several years to secure funding from the C&O Canal company for the construction of the northern abutment of the Potomac Aqueduct (US Commission of Fine Arts and National Park Service 1968: 57). In 1837, the two companies reached an agreement to build a stone arch abutment in Georgetown and construction proceeded, with a contract for construction initiated in March 1839, and the last pier of the structure completed by December 31, 1840 (Elder and Weldon 2018: 55; Unrau 2007: 218; US Commission of Fine Arts and National Park Service 1968: 57).

The northern abutment of the Potomac Aqueduct (mile marker 1.07) aligned with present-day 36th Street NW on the banks of the Potomac River within the CLI boundary immediately east of the present-day location of the WCC. The completed Potomac Aqueduct spanned more than 1,500 feet across the river, measuring 30 feet wide and 5 feet deep (Figure 10). Flanked by stone abutments on either shore, the wooden structure was supported by eight stone piers projecting

from the riverbed that suspended the deck about 30 feet above the high tide (Unrau 2007: 648). The deck supported a stone canal trunk with a carriage lane to allow the aqueduct to also serve as a bridge (Elder and Weldon 2018: 54). The Potomac Aqueduct opened to traffic on July 4, 1843, and the Alexandria Canal opened to navigation later that year in December 1843, measuring a total of seven miles in length (Unrau 2007: 226, 445; US Commission of Fine Arts and National Park Service 1968: 58). By 1850, the Alexandria Canal was the primary access point to the Potomac River for the C&O Canal (Unrau 2007: 648). The single carriage lane could not support the high volume of traffic crossing the Potomac River and by the mid-1850s the Alexandria Canal Company had started planning to renovate the Potomac Aqueduct, although these plans were abandoned due to the onset of the Civil War (US Commission of Fine Arts and National Park Service 1968: 59).

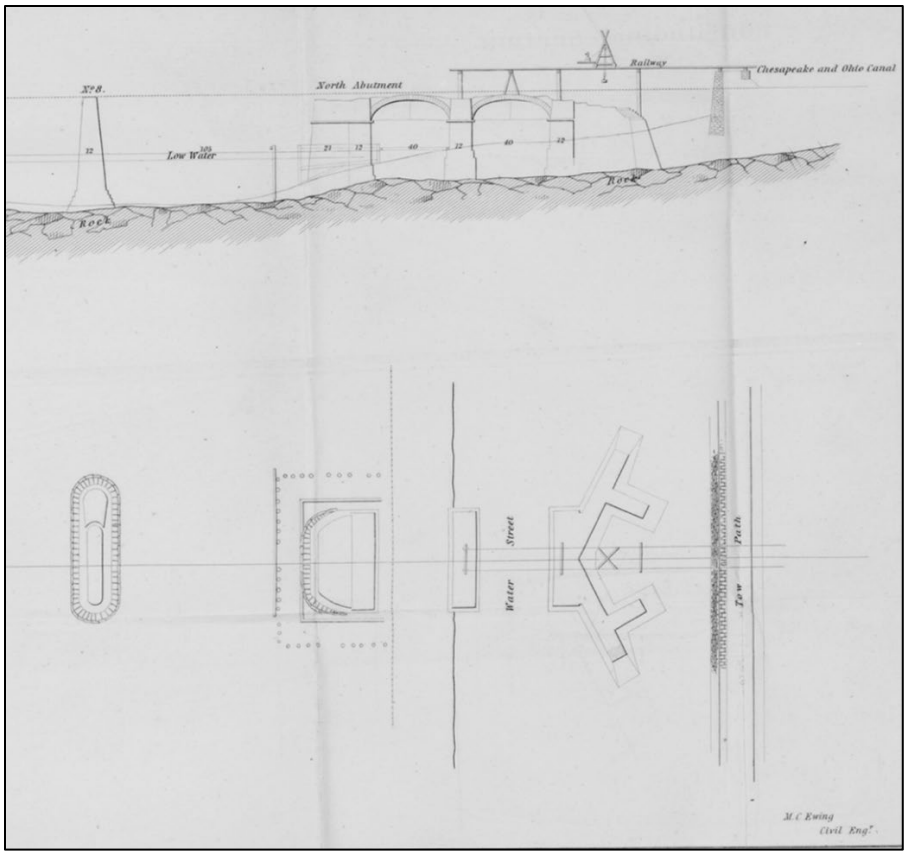


Figure 10: Detail of a plan and section of the Potomac Aqueduct (also known as the Alexandria Aqueduct, later the Aqueduct Bridge) by William Turnbull and M.C. Ewing illustrating the northern abutment within the CLI boundary. "Potomac Aqueduct, Georgetown abutment at Georgetown waterfront, Washington, District of Columbia, DC," 1837-1838. Library of Congress (https://lccn.loc.gov, accessed 2023).

FLOOD MITIGATION AND MAINTENANCE OF THE GEORGETOWN SECTION OF THE C&O CANAL (1841-1852)

By the time that the Alexandria Canal and Potomac Aqueduct were first opened for navigation, the C&O Canal Company was in poor financial standing and could not afford the costs of maintaining the canal. Both due to the company's financial instability and in the hopes that it would minimize the need for repairs, the C&O lowered the level of water in the canal to three feet, nine inches as a preventative measure against damage during flooding in the spring of 1841, although the canal was designed to water at a depth of six feet. Ultimately, this change in water level impeded navigation and limited the water supply to Georgetown's mills (Elder and Weldon 2018: 55). Despite this measure, flooding continued to cause damage to the canal. In September 1843, there were two breaches at the Georgetown Level, one adjacent to the Potomac Aqueduct near the present-day location of the WCC. Expedited repairs were made to the Georgetown Level for fear that the water pouring out of the canal would spread cholera through the town (Elder and Weldon 2018: 56).

In an attempt to prevent future flooding of the town, the C&O Canal Company raised the embankments to the highest level of flooding on record (a flood that occurred in 1847) in areas exposed to flooding from the Georgetown Level to Dam No. 6 above Hancock, Maryland (mile 134.06). The work was performed at the recommendation of the C&O Canal Company's chief engineer Charles B. Fisk and the company secured $200,000 in repair bonds from the Commonwealth of Virginia to fund the project, completed between 1849 and 1850 (Unrau 2007: 290). Ultimately, this measure did not prevent the lower 22 miles of the C&O Canal from incurring extensive damage during an April 1852 flood (Elder and Weldon 2018: 57; Unrau 2007: 290-291).

In 1852, Georgetown merchants petitioned the C&O Canal Company to move the towpath from the riverside of the canal to the berm side. Land to accomplish this change was secured by mid-summer 1854 and work on the relocation commenced in the spring of 1855 (Elder and Weldon 2018: 58). In the late spring of 1856, the canal company completed the modification to the towpath between Frederick Street (present-day 34th Street NW) and Warren Street (present-day 37th Street NW), which is within the CLI boundary (northeast of the present-day location of the WCC). The C&O Canal Company built a towpath bridge in 1856 to allow mules and drivers to pass over the canal at the point of transition above the Potomac Aqueduct near Warren Street (mile marker 1.09), within the CLI boundary (Figure 11, Figure 12) (Cianci Salvatore and Potter 2015: 8-179; Ebersole 2019: 3; Unrau 2007: 470). Mule crossover bridges such as this one required

a ramp for the animals to traverse the grade change and they were uncommon along the canal, employed only at points when the towpath transitioned from one side of the canal to the other (Ebersole 2019: 2).

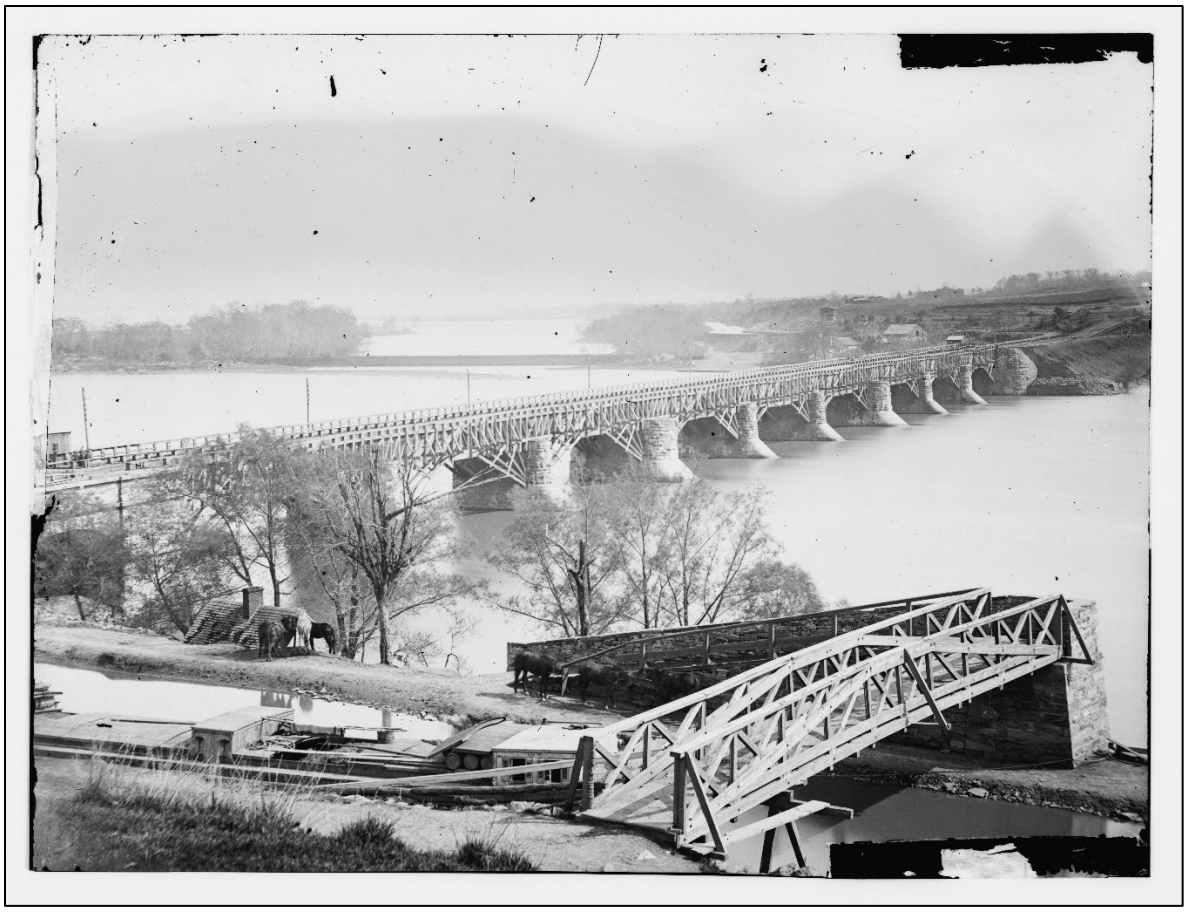


Figure 11: Photograph taken by George N. Barnard showing the towpath bridge erected by the C&O Canal Company in 1856 to allow mules and drivers to pass over the canal and the Potomac Aqueduct in the background. "Washington, D.C. Closer view of Aqueduct Bridge, with Chesapeake and Ohio Canal in foreground," 1860-1865. Library of Congress (https://lccn.loc.gov, accessed 2022).

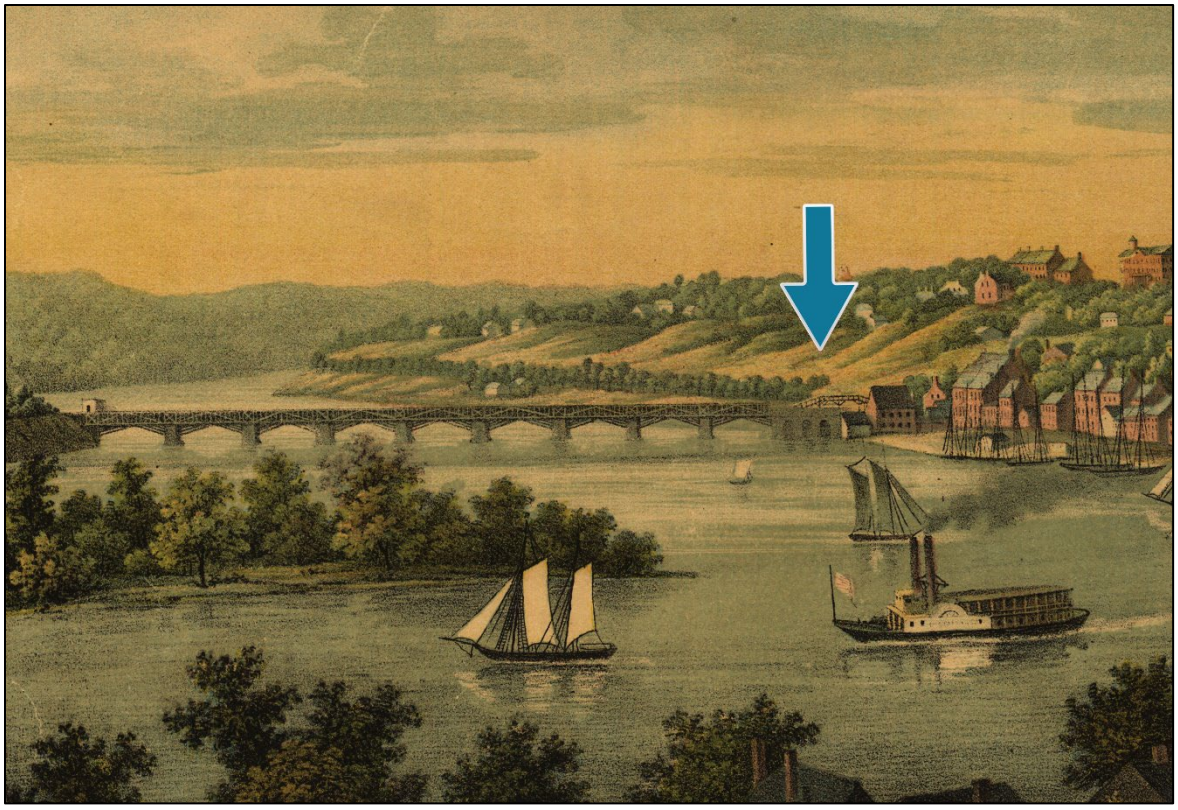


Figure 12: Print by E. Sachse & Co. depicting the Georgetown waterfront. The present-day location of the WCC cultural landscape is denoted by the blue arrow. "View of Georgetown D.C.," 1855. Library of Congress (https://lccn.loc.gov, accessed 2022).

EARLY WASHINGTON, DC BOATHOUSES AND THE RISE OF RIVER RECREATION ON THE POTOMAC (1844-1899)

The first known boating clubs on the Potomac River in the Washington, DC, area began to form in the 1840s. The Falcon Club founded in 1844 was likely the oldest such club to build a boathouse, followed closely by the Gazelle and Undine clubs in the late 1840s (Harris Hughes et al. 2021: 10; Price et al. 2013: 18). These early boathouses lined the banks of the Washington City Canal, a two and a quarter-mile waterway opened in 1815 to connect the Potomac and Anacostia Rivers that ran along what is now Constitution Avenue NW (Brown 2020: 27; Cianci Salvatore and Potter 2015: 8-165; Price et al. 2013: 18). Note that during this same decade, Alexandria City and Alexandria County (present-day Arlington County) voted to retrocede from the capital city to the Commonwealth of Virginia in 1846. The retrocession was officially completed in March 1847. This governmental change was spurred largely over concerns of white Alexandrians that slavery would be abolished within the District of Columbia (Alexandria Government 2023).

Although the land associated with this territory was given over to the Virginia government in this transaction, the Potomac River remained within Washington, DC's, boundaries (Ribeiro Jones 2022: 73). This jurisdictional change may explain the concentration of boathouses along the Georgetown section in the following decades opposed to the adjacent Virginia shore, as the associated boat clubs wished to be affiliated with the capital city.

Pleasure excursions via boat continued to operate on the Georgetown Level after the Civil War, offering excursions to destinations such as Great Falls and Cabin John Bridge and providing recreational opportunities along the canal (Elder and Weldon 2018: 71). Refer to the subsequent section for contextual history related to the Civil War. Further research beyond the scope of this CLI is needed to provide additional context related to the excursion packet industry on the C&O Canal during this period. However, it is known that by July 1, 1878, the Aldanbaran excursion packet boat ran from the Potomac Aqueduct Bridge, which is within the CLI boundary, to Great Falls every Sunday morning (Elder and Weldon 2018: 79).

Additionally, many Washington, DC, area boat clubs were established during this period, which also increased recreational boating along the city's rivers and canals. Although the Undine Club closed during the Civil War, this loss was quickly eased by a succession of new clubs established following the end of the war (Price et al. 2013: 18). The Potomac Boat Club (PBC), just east of the WCC and the northern abutment of the Potomac Aqueduct in the present-day, was first started in 1869 (Brown 2022: 42-42). Upon its founding, the club was known as the Potomac Barge Club, created by oarsmen at the Union Hotel (Price et al. 2013: 18). The club's boathouse was initially near 32nd Street NW (also formerly known as High Street; present-day Wisconsin Avenue NW) in Georgetown built in 1869, then it moved to a new boathouse around 1875 east of present-day Wisconsin Avenue NW, and occupied its present location since 1908 (Brown 2020: 42-43; Price et al. 2013: 18). The club's circa 1875 boathouse may have influenced the design of the WCC boathouse in the early 20th century (Brown 2020: 18). The PBC secured architect Charles Reid for the design:

> *He provided the Potomac Boat Club [PBC] with a two-story building with a 65' x 97' footprint and a 58' tower. The French (mansard) roof was broken with "gables and peaks." In keeping with the requirements of an operating boathouse, the lower floor was devoted to canoe and boats while the upper floor belonged to the members with its ballroom and locker rooms, balcony and French windows, and "Eastlake" stairs (Price et al. 2013: 19).*

Architectural historian Virginia B. Price notes that "The description of this building is more in keeping with the style of the Washington Canoe Club, than the gable-fronted structure that the

Potomac Boat Club [PBC] erected in 1912" adding that the WCC is the "lone survivor of the era" that reflects this style of boathouse design (Price et al. 2013: 19).

The Analostan Club dating between 1864 and 1868 and the Anacostia (later Washington) Club dating to 1869, were both founded during the same period as the PBC (Brown 2020: 42-43; Harris Hughes et al. 2021: 10; Price et al. 2013: 18). The Columbia Boat Club (sometimes referred to as "Columbian Boat Club" in secondary sources), founded in 1880, erected a clubhouse on the river at 32nd Street NW (also formerly known as High Street; present-day Wisconsin Avenue NW). This club's original membership consisted of about 40 men and won the 1890 regatta in Philadelphia (Harris Hughes et al. 2021: 10; Price et al. 2013: 18). Fletcher's Boathouse was established in the 1880s by Joseph Fletcher at the foot of present-day Reservoir Road NW and Canal Road NW (Williams et al. 2022: 38). This boathouse expanded boating in Fletcher's Cove, an area that was used recreationally as early the 1850s (Williams et al. 2022: 8). These clubs' boathouses ranged in size and design, some had the room to host social events and store boats while others were solely used for boat storage (Harris Hughes et al. 2021: 10). There were also boat builders and repair shops in the area, such as Johnson & Baker, which opened their boat building shop next to the Columbia Boathouse in 1884 (Price et al. 2013: 18, 19).

These early boathouses were a mix of rowing clubs and facilities that rented boats, including canoes (Brown 2020: 27). Canoeing was popularized in the second half of the 19th century by John MacGregor, a Scottish lawyer who traveled in the "Rob Roy" through European locations in the 1860s and 1870s. MacGregor's craft was technically a kayak measuring 4.57 meters, but was referred to as a canoe by the paddler who manufactured it himself (Bird 1991: 8-2; Harris Hughes et al. 2021: 10). The sport's popularity in England is demonstrated by the founding of the Royal Canoe Club in 1866, which held its first flatwater race in 1867 and began annual competitions in 1874 (Bird 1991: 8-3; Harris Hughes et al. 2021: 10; Price et al. 2013: 23). The New York Canoe Club was founded in 1871 followed in 1880 by the American Canoe Association, which was the first national canoe association in the country (Bird 1991: 8-3; Price et al. 2013: 23). In Washington, DC, both the PBC and the Analostan Club accommodated canoeists in the 1880s and 1890s, although both clubs were primarily for rowers (Brown 2020: 9). The Sycamore Island Canoe Club, founded in 1885, was the first canoe-only club in the area, located four miles upriver from Washington, DC, and reachable by ferry (Brown 2020: 14; Harris Hughes et al. 2021: 10). A second canoeing club was founded in the area in 1899, called the High Island Canoe Club (Harris Hughes et al. 2021: 10).

THE GEORGETOWN LEVEL DURING THE CIVIL WAR (1861-1865)

During the Civil War (1861-1865), the C&O Canal formed part of the border between the United States of America and the Confederate States of America west of Georgetown where the Potomac River did not form this boundary. The United States used the C&O Canal to transport supplies from Washington, DC, to Harpers Ferry and used the towpath as a military route for troops moving along the Potomac River (Elder and Weldon 2018: 63-64). Skirmishes were fought along the canal near Georgetown, which impacted trade, but the Georgetown Level itself did not undergo significant changes during this period (Figure 13, Figure 14) (Elder and Weldon 2018: 64).



Figure 13: Photograph taken by William Morris Smith from the Virginia shore towards the present-day WCC cultural landscape. The Potomac Aqueduct crosses the river on the right-hand side of the image. "Washington, D.C. Georgetown from the Virginia bank; Aqueduct Bridge at the Extreme Right," 1865. Library of Congress (https://lccn.loc.gov, accessed 2022).



Figure 14: Print by Frederick Dielman and E. Sachse & Co. looking southeast from Georgetown towards the C&O Canal and the Potomac Aqueduct within the present-day WCC cultural landscape. "Aqueduct of Potomac, Georgetown, D.C.," 1865. Library of Congress (https://lccn.loc.gov, accessed 2022).

Bands of Confederate pickets (a guard posted ahead of a larger force) established themselves near the Potomac Aqueduct in early spring of 1861 (Unrau 2007: 710). In response, the United States staged attacks against the pickets in early April and late May of that year, and by May 23, 1861, the United States had control of the Potomac Aqueduct. The Federal Government drained the aqueduct on December 16, 1861 (Elder and Weldon 2018: 64). This was partially a military strategy to defend against Confederate attack of the capital (Cianci Salvatore and Potter 2015: 8-184). After the Aqueduct was drained it was used as a bridge with a wooden pathway that connected the Georgetown abutment to the C&O Canal near 36th Street NW within the CLI boundary. The closure of the aqueduct coupled with a diminished water level (less than half its capacity) led to delays in shipping and many Georgetown mills were forced to close during this period (Elder and Weldon 2018: 64).

The aqueduct remained under the control of the Federal Government until 1866, when it was returned to the management of the Alexandria Canal Company (US Commission of Fine Arts and

National Park Service 1968: 59). The canal company then leased it to the Alexandria Railroad and Bridge Company, which received Congressional authorization to build a toll bridge over the aqueduct trunk in 1868. This allowed the bridge company to continue using the lower level of the structure as an aqueduct, while the upper level acted as a highway bridge. As part of this modification, the Queen-post truss bridge was removed and replaced with a wooden Howe truss superstructure strengthened by laminated wooden arches along the sides (Elder and Weldon 2018: 69; US Commission of Fine Arts and National Park Service 1968: 59-60).

POST-CIVIL WAR BOOM AND BUST OF THE C&O CANAL (1866-1894)

The C&O Canal experienced a boom in business following the Civil War, particularly due to coal shipping (Price et al. 2013: 7). The tonnage shipped steadily increased during this period from 265,847 tons in 1863 to 723,938 tons of cargo in 1869 (Elder and Weldon 2018: 68). The C&O Canal Company used profits to fund a new improvement program in 1868 and the C&O Canal continued to grow between 1870 and 1875 (Elder and Weldon 2018: 68-69). This prosperity was imperiled by the impacts of the Financial Panic of 1873, which led to a nationwide economic depression. During the June 1876 proceedings of the board, C&O Canal Company President Arthur P. Gorman stated that the economic depression had decreased the demand for coal overall and that the company also faced increased competition from other coal carriers (such as the B&O Railroad) (Elder and Weldon 2018: 74; Unrau 2007: 486). Revenue from canal tolls plummeted between 1875 and 1876 from $458,534.66 to $290,274.39 (Unrau 2007: 484, 486).

The finances of the C&O Canal Company were further strained by a large flood that struck on November 24, 1877. This flood damaged the entire canal and in Georgetown hindered the canal's ability to provide water to the area's mills. Work began to repair damages to the Georgetown Level on November 26, 1877, to promptly rectify the situation and by December 20, 1877, water had been restored to the mills (Elder and Weldon 2018: 78). A mill complex stood within the CLI boundary west of the aqueduct between the C&O Canal and the river. This was Beall & Shoemaker's Analostan Mills, established by 1875, which had a grain mill in this location by 1888 (Figure 15, Figure 16) (Canal View of Beall & Shoemaker's Mill 1888; Maryland State Archives 2007: 19; US Commission of Fine Arts and National Park Service 1968: 61). W.H. Tenney & Sons established a mill just east of the aqueduct and the CLI boundary in the present-day vicinity of the PBC in 1879 under the name Capital Flour Mills (Maryland State Archives 2007: 5; Sanborn Map Company 1888: Plate 40).



Figure 15: Photograph of the Analostan Mills under the ownership of Beall & Shoemaker within the present-day WCC cultural landscape. The Potomac Aqueduct crosses the river in the background. "Canal View of Beall & Shoemaker's Mill," 1888. Library of Congress (https://lccn.loc.gov, accessed 2022).

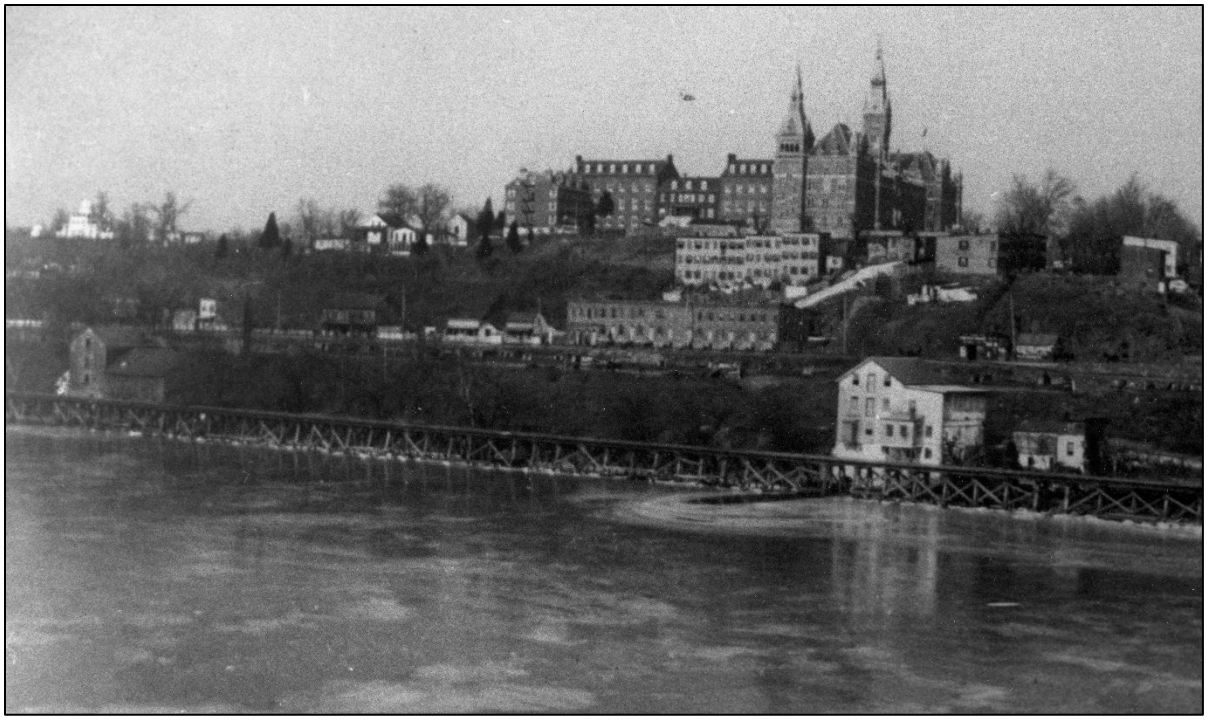


Figure 16: Photograph of Analostan Mills (right-side of image), the Washington & Western Maryland Railroad Company trestle within the present-day WCC cultural landscape. Another mill, likely an icehouse, stands west of the WCC CLI boundary (left side of image). Ca. 1890. Figure from: Brown "Images of America: Washington Canoe Club," 2020. Courtesy of the WCC and Christopher N. Brown.

In 1881, Congress authorized the purchase of the Potomac Aqueduct to mitigate the cost of high tolls. However, despite the Alexandria Canal Company's financial difficulties, they refused to sell. The Potomac Aqueduct was condemned and closed to all but pedestrian traffic during this period. The company agreed to sell to Congress in December 1886, for the purchase price of $125,000. In 1888, the superstructure was changed to a light iron truss bridge resting on the existing stone piers (Elder and Weldon 2018: 77; US Commission of Fine Arts and National Park Service 1968: 60). This superstructure did not incorporate a canal trunk and the feature served from this point forward only as a bridge (Brown 2020: 39-40). (Note that the feature will be referred to as the Aqueduct Bridge for the remainder of the Physical History section of this report).

In May 1889, the largest Potomac River flood recorded at the time hit, damaging the entire length of the canal from Cumberland to Rock Creek. Repairing the canal would cost a projected $300,000 and Georgetown millers advanced $16,000 of future water rents in the effort to help the C&O Canal Company raise the necessary funds. Ultimately, the canal company was unable to

assemble the necessary funding and acknowledged the company was bankrupt (Elder and Weldon 2018: 76; Unrau 2007: 585). The Circuit Court of Washington County created a receivership to manage the C&O Canal on March 3, 1890 (Unrau 2007: 585). Later that same year, on October 2, 1890, the courts appointed trustees to continue to manage the business. The trusteeship was subsequently supported by a Supreme Court of the District of Columbia decree passed on November 1, 1890. During this period, G.L. Nicolson was made general manager of the C&O Canal under the trusteeship (Chesapeake and Ohio Canal Company 1905: 1). Further research is needed to fully understand the relationship between the B&O Railroad and the C&O Canal Company at this time and what role, if any, the railroad played in the management of the waterway. Furthermore, additional research is needed to record the structure of the C&O Canal Company during the trusteeship era.

During this same period, the Washington & Western Maryland Railroad Company began pursuing a plan to extend their operations into Georgetown. Around 1890, the company proposed an elevated trestle south of the C&O Canal running along the Potomac River (Harris Hughes et al. 2021: 31). Although the date construction began is unknown, the scheduled completion date was 1892. However, the project was never completed and only 4,400 feet of the trestle was built along with two miles of track inland (Brown 2020: 30; Harris Hughes et al. 2021: 31). The completed portion of the trestle bisected the CLI Boundary and present-day location of the WCC.

RIVERSIDE DEVELOPMENT AT THE TURN OF THE CENTURY (1900-1908)

In the early 20th century, the Potomac shoreline adjacent to Georgetown saw a steady increase of recreational uses mixed in with existing industrial use. An early indication of this transition is found in the 1902 Senate Park Commission report (also known as the McMillan Plan), which called for the C&O Canal to be preserved as part of the development of the Potomac Drive, which was intended to travel from Great Falls, Virginia to Washington, DC, following the Potomac River (Mackintosh 1991: 5). The McMillan Plan detailed plans to redesign the core of Washington, DC, to conform to the ideals of the City Beautiful Movement, while also including aspects of L'Enfant's proposal for the National Mall developed in the late 18th century. Regarding the C&O Canal, the commission's report stated:

> *The Great Falls of the Potomac, considering their proximity to the capital, are quite as well worth preservation for their grandeur and natural beauty as the greater passages of scenery in the national parks of the West… Without interfering with the future water power, the surrounding of the Great Falls on both sides of the river*

> *should, in our opinion, be converted into a national park, to be connected with the city by a continuous river drive.*
>
> *The beauty of the scenery along the route of this proposed noble river-side improvement is so rare and, in the minds of the Commission, of so great value not only to all Washington, but to all visitors, American and foreign, that it should be safeguarded in every way. No buildings should be allowed between the drives and the river, and no change should come to pass in the character of the canal that will tend to transform its primitive character and quaint beauty. The canal has a charm of its own, as, half disclosed and half revealed, it winds among the trees; and not the least part of this charm, so desirable to be preserved, is the slow, old-fashioned movement of the boats and of the people on and near this ancient waterway. Already the canal is used, aside from the navigation of commerce, by pleasure seekers in canoes, and by excursion parties in various craft. More and more will the canal thus be used as an attractive route between the populous city and the natural charms of the picturesque region between Cabin John Bridge and Great Falls. The preservation and continuance of the canal in its original character will thus add elements of gayety and life to a scene much to be enjoyed by the passers-by on the neighboring and upper roadways (US Congress, Senate, Committee on the District of Columbia 1902: 96).*

Note that the commission recognized that the canal was already used recreationally by canoers and for other boat excursions and their plan meant to further enable this use of the corridor. Although the Potomac Drive Plan was not executed, interest in the federal acquisition of the C&O Canal continued in the following decades (Elder and Weldon 2018: 82).

While planners were considering the potential recreational value of the C&O Canal and its environs, the canal's trustees looked at ways to ensure that the waterway provide efficient and predictable means for commercial navigation in the new century. In 1902, the trustees worked with the Consolidation Coal Company (which was owned by the B&O Railroad) to create the Canal Towage Company for this purpose (Figure 17, Figure 18). The company provided boats, teams, and equipment to enable timely and scheduled transportation of freight along the canal (Elder and Weldon 2018: 81). The company reduced freight rates and ultimately independent boat owners were unable to compete with this concern and were largely driven off the canal (Unrau 2007: 497).

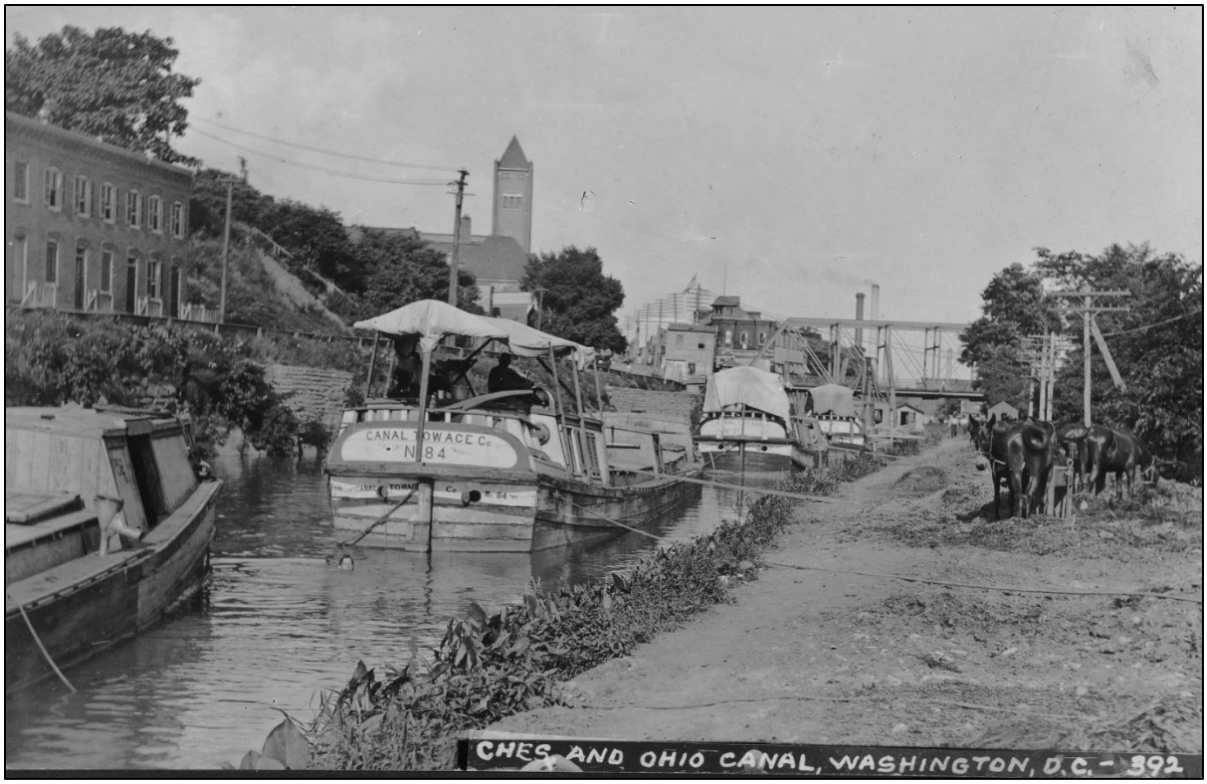


Figure 17: Photograph facing east of the C&O Canal within the present-day WCC cultural landscape. The Alexandria Bridge extension over the canal is visible in the background and Canal Towage Company boats are seen in the foreground. "Chesapeake and Ohio Canal, Washington, D.C. – 392," 1909. Willard R. Ross Postcard Collection, DIG DC, DC Public Library (https://digdc.dclibrary.org, accessed 2022).

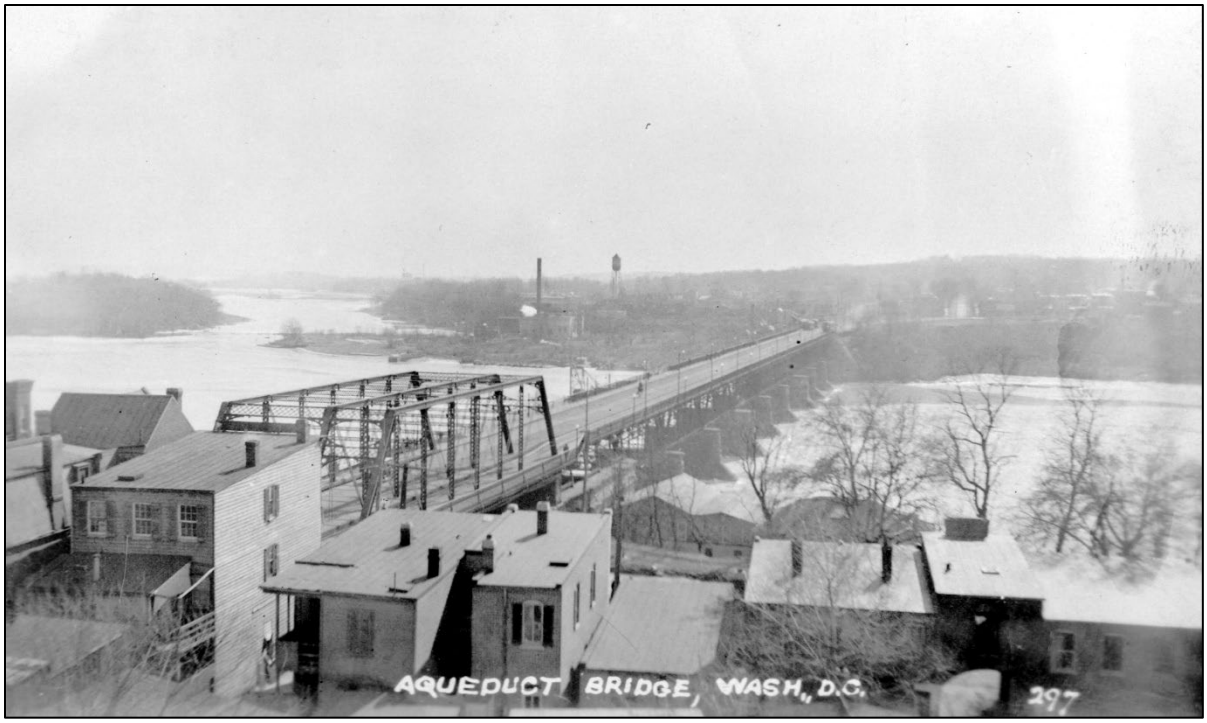


Figure 18: Photograph facing south/southeast of the Alexandria Bridge extension over the C&O Canal that traversed the present-day WCC boundary (left side of image). "Aqueduct Bridge, Washington, D.C. - 297," 1910. Willard R. Ross Postcard Collection, DIG DC, DC Public Library (https://digdc.dclibrary.org, accessed 2023).

By 1903, W.H. Tenney & Sons, which operated the Capital Flour Mills directly east of the aqueduct, had purchased the Analostan Mills within the WCC CLI boundary (Figure 19, Figure 20) (Sanborn Map Company 1903: Plate 111). The complex, which included a frame feed mill with one grinding machine and two burrs, processed flour and corn meal, relying on power generated by the C&O Canal (Brown 2020: 28; Sanborn Map Company 1903: Plate 111). During this period a cluster of industrial buildings associated with the Independent Ice Company, among others, stood just northeast of the Three Sisters Islands to the west of the CLI boundary (Baist 1903: Plate 19). The Analostan Mills were likely demolished by 1909 as the land use west of the Aqueduct Bridge transitioned to recreational boating (Georgetown College & Aqueduct Bridge 1909; Military Funeral Procession Crossing Aqueduct Bridge 1912). Refer to the Buildings and Structures section of the Analysis and Evaluation for additional information.

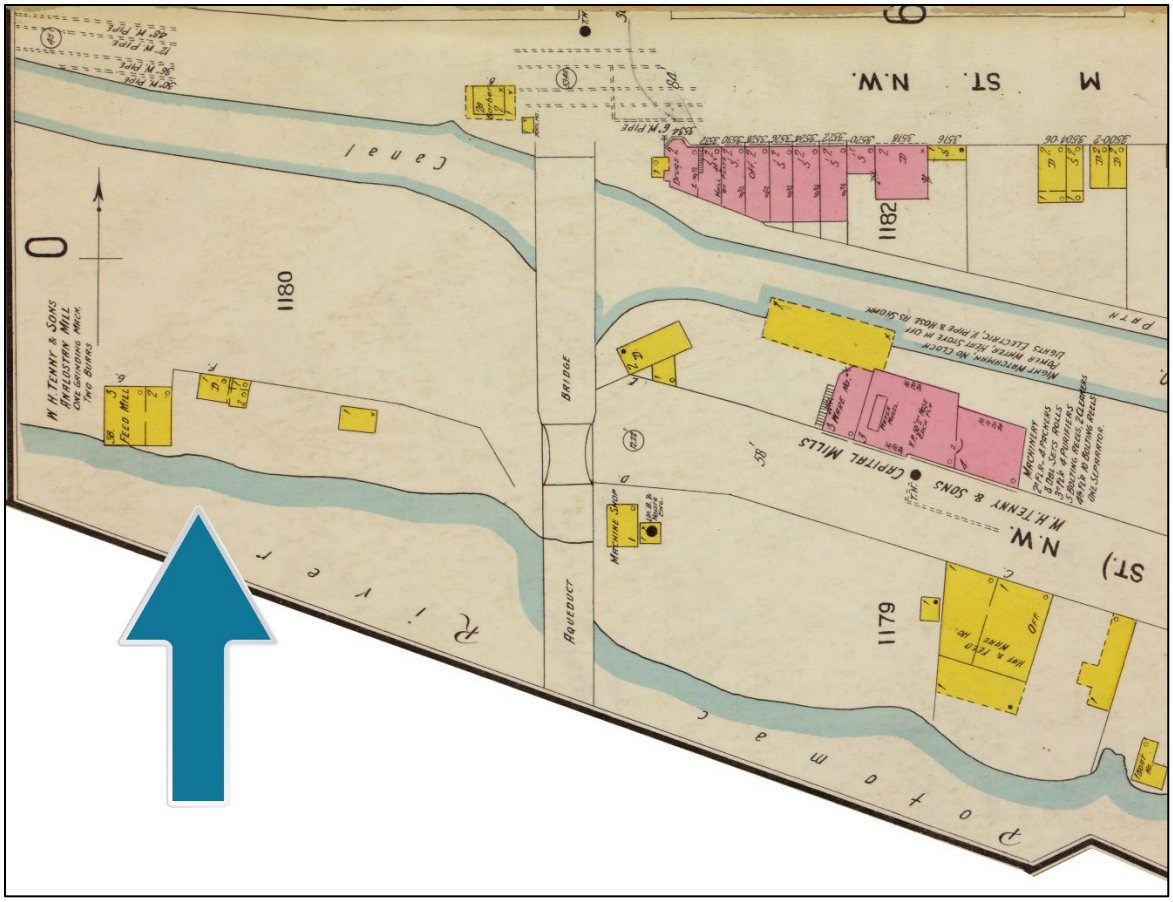


Figure 19: Detail of a Sanborn Fire Insurance Map that depicts the Analostan Mills under ownership of W.H. Tenney & Sons and the Aqueduct Bridge both within the present-day WCC cultural landscape (denoted by the blue arrow). The W.H. Tenney & Sons Capital Flour Mills extends east of the Aqueduct Bridge and the CLI boundary (right-side of image). "Sanborn Fire Insurance Map from Washington, District of Columbia, Vol. 1 [Plate 111]," 1903. Library of Congress (https://lccn.loc.gov, accessed 2023).



Figure 20: Photograph of a building associated with Analostan Mills taken west of the Aqueduct Bridge within the present-day WCC CLI boundary, facing northwest. This is likely the easternmost building in the Analostan Mills complex, as depicted above in the 1903 Sanborn Fire Insurance Map (Figure 19). "120-1.2-1," ca. 1900. CHOH Digital Archives.

Despite the continued industrial use of the Georgetown waterfront, the early years of the 20th century saw an increase in recreational use along the river. While some yacht clubs persisted in Anacostia and along Maine Avenue SW into the 21st century, many boat clubs around the turn of the century were drawn to the shores of the Potomac River and the Tidal Basin, partly for ease of staging and viewing regattas from these locations. The Tidal Basin provided an additional incentive for boat clubs, as the waters there were calmer than those above (west of) the Aqueduct Bridge (Price et al. 2013: 20). The changing character of the riverfront is further demonstrated by a 1904 petition brought by members of the PBC, the Corinthian Yacht Club, the Analostan Club, the Capital Yacht Club, and the Inter-Club Canoe Association to the Washington, DC Commissioners against the pollution of the Potomac River by Georgetown industries that

deposited waste into the waterway (Price et al. 2013: 20; *Washington Post* July 20, 1904: 12). The coalition raised concerns over the negative impact the industrial waste had both to boaters and swimmers in the river:

> *We [the petitioners] believe… that surely in the District code, prepared by men well versed in the needs of a community, there must be some clause or article which forbids this wholesale contamination of the river to the ruination of the appearance of yachts and boats after great expense and labor in fitting them up, of clothing coming in contact with it, and the destruction of the very fish which our game and fish laws are trying to protect (quoted in Washington Post July 20, 1904: 12).*

Later that year, the District's Commissioners worked with federal officials from the US Geological Survey (USGS) and the Bureau of Public Health to investigate the growth of harmful bacteria throughout the Potomac River and its tributaries (*Evening Star* November 28, 1904: 1; *Evening Star* November 29, 1904: 2*; Washington Post* November 22, 1904: 13). Further research is needed to ascertain whether this investigation was precipitated by the earlier petition filed by Georgetown area boaters.

During this era, greater connectivity between Georgetown and surrounding communities was facilitated by the introduction of streetcar lines. Two lines connected Georgetown to central Washington, DC (via M Street NW and P Street NW), and another streetcar line crossed the Aqueduct Bridge to Rosslyn, Virginia, part of Alexandria County (present-day Arlington County) (Brown 2020: 39; Elder and Weldon 2018: 83). Minor work was done to the aqueduct during this time to keep it serviceable, such as the replacement of pier No. 5 between 1903 and 1905 and the addition of new girders in 1908 (Elder and Weldon 2018: 83; US Commission of Fine Arts and National Park Service 1968: 61). Additional streetcar lines ran from Georgetown west to Cabin John Bridge and north along Wisconsin Avenue NW to Tenleytown in Northwest Washington, DC, and then on to Rockville, Maryland (Elder and Weldon 2018: 83). The Capital Traction Company Union Station (also known as the Georgetown Car Barn) was a major streetcar hub that was built between 1895 and 1897, sited directly north from the present-day location of the WCC (Figure 21) (Martinson 1966: 1). The hub created ready access to boathouses near the Aqueduct Bridge via the region's streetcar lines in the early 20th century (Brown 2020: 89).



Figure 21: Photograph facing northeast taken by Marc Blair of the Capital Traction Company Union Station (also known as the Georgetown Car Barn). This building is located northeast of the present-day WCC cultural landscape. "Capital Traction Company Union Station, 3600 M Street Northwest, Washington, District of Columbia, DC," 1900. Library of Congress (https://lccn.loc.gov, accessed 2023).

FORMATION OF THE WASHINGTON CANOE CLUB AND EARLY FUNDRAISING EFFORTS (1904-1906)

When the WCC was established in 1904, the PBC, the Analostan Club, and the Columbia Boat Club were the three major clubs in the Washington, DC, area drawing large crowds of spectators for rowing events. However, these organizations did not provide much support for paddlers (Brown 2020: 50). There had been an earlier group organized in 1884 (possibly renting two brick warehouses for storage west of the Columbia Boat Club) that had also called itself the Washington Canoe Club, but the organization was short-lived and has no connection to the present-day WCC (Brown 2020: 9; *Washington Post* July 15, 1884: 1). Note that it is possible that the current WCC was organized in 1904, but not formally incorporated and the boathouse built

until 1905, clarifying the various dates given in contemporary newspaper accounts for the club's establishment (Harris Hughes et al. 2021: 18; Price et al. 2013: 4). This is supported by the pamphlet the WCC organization produced in 1954 to celebrate their 50th anniversary as a club, which stated, "The Washington Canoe Club was organized in August 1904… The founders of the Club were members of another local club where they could not enjoy canoeing as they wished… In September of 1905, the Club was incorporated under the laws of the District of Columbia…" (Washington Canoe Club 1954: 1).

The club was chartered to facilitate "mutual improvement, the promotion of physical culture, and the art of canoeing" (quoted in Bird 1991: 8-3; Brown 2020: 7; Harris Hughes et al. 2021: 14; Price et al. 2013: 2; Washington Canoe Club 1954: 1). Most of the founding members formerly belonged to the PBC, which as stated above focused primarily on rowing (*Washington Post* September 3, 1905: S4). The WCC was intended to focus on competitive paddle sports, specifically canoeing and kayaking (Brown 2020: 15, 51; Harris Hughes et al. 2021: 14; Price et al. 2013: 4). Many of the founding members were also part of the High Island Canoe Club situated upriver close to the Little Falls (Brown 2020: 15; Price et al. 2013: 9; *Washington Post* September 3, 1905: S4). However, the founding members of the WCC wished to find a location with calmer waters. The WCC went on to focus competitively on flatwater paddling, even though members of subsequent generations continued to participate in whitewater paddling recreationally (Brown 2020: 76). The High Island Canoe Club boathouse burned in 1905, which may have led some displaced members to join the nascent WCC at this time (Price et al. 2013: 21). The WCC was the southernmost canoe club on the east coast at the time and benefitted from a longer training season then clubs located further north and once established, the WCC hosted paddlers from around the country to train (Bird 1991: 8-4; Brown 2020: 53; Price et al. 2013: 23).

Upon its founding, WCC membership was limited to 100, all white men (Brown 2020: 15; Harris Hughes et al. 2021: 15; Price et al. 2013: 4; Washington Canoe Club 1954: 1). The first officers of the club were Willard (possibly William) Fracker as president, Carl Stodder (possibly Stoddar) as vice president, Lawrence F. Eberbach as secretary, William B. Whipple as treasurer, W. Ray (possibly Roy) Garrett (possibly Garret) as Commodore, and John O. LaGorce (possibly LaGoree) as Vice Commodore (Brown 2020: 15; Price et al. 2013: 4; *Washington Post* August 2, 1905: 9; *Washington Post* September 3, 1905: S4). White women were barred from membership by the first charter, but could participate in club activities as passengers on recreational canoes, as well as attend competitions, dinners, and dances (Brown 2020: 49; Harris Hughes et al. 2021: 15). There was no language specific to Black men or other people of color, however, early

membership was limited to white men as demonstrated in boathouse records (Harris Hughes et al. 2021: 14). Contemporary WCC member Christopher N. Brown notes in his history of the club that, "[I]n the segregated life of Washington in the first half of the 20th century, African Americans were infrequent visitors to the club and did not participate in its main events" (Brown 2020: 8). He asserts that despite the lack of racial and gender inclusion in the WCC upon its founding, that the white men admitted were from a variety of backgrounds, from different social classes, and engaged in a range of occupations, including business, medicine, the law, trades, and civil service (Brown 2020: 8).

It is likely that spots in the WCC and similar clubs were highly sought after based on an announcement that ran in the *Washington Post* in March 1906 for a newly leased tract for the erection of the Young Men's Christian Association (YMCA) Canoe and Boat Club above Chain Bridge on the Virginia side of the river. The article stated, "Membership [in the YMCA Canoe and Boat Club] is steadily increasing, and, as it is unlimited, it offers a good opportunity for any man on the waiting list of other canoe and boat clubs to affiliate himself with this club while awaiting membership elsewhere" (*Washington Post* March 25, 1906: S2). While it is uncertain if the organization executed their plan to build a boathouse on the leased property, the YMCA's formation of a club for paddlers speaks to the demand for canoe-oriented clubs that was not fully met by the WCC and other private clubs (Price et al. 2013: 21). December 1905 newspaper articles noted that the WCC waitlist had between 15 and 20 people on it (*Washington Post* December 31, 1905: S3; *Washington Times* December 6, 1905: 8).

In early August 1905, the WCC announced that they had selected land above (west of) the Aqueduct Bridge and leased it for construction of the boathouse to begin later that month (Price et al. 2013: 21; *Washington Post* August 2, 1905: 9). A contemporaneous newspaper article noted that: "The object for locating it [the WCC boathouse] above the Aqueduct Bridge was to avoid the unpleasantness of the long paddle past the unsightly wharves of Georgetown before the pretty and secluded parts of the river are reached" (*Evening Star* December 28, 1905: 9). WCC signed a one-year lease for the sum of $100 with the General Manager of the Chesapeake & Ohio Canal Company (under the authority of the court appointed trustees of the canal) for a strip of land running 400 feet along the Potomac River (Brown 2020: 16; Chesapeake and Ohio Canal Company 1905: 4). Land in the tidewater provided good waters for paddling as this section of the Potomac River is usually slow moving, which created good conditions for flatwater racing (Brown 2020: 15, 50). The land selected neighbored W.H. Tenney & Sons' Analostan Mills and was

bisected by the Washington & Western Maryland Railroad unfinished Trestle (Figure 22) (Brown 2020: 28, 29).



Figure 22: Photograph facing north/northwest of the WCC boathouse (built 1905) in the center of the image. The boathouse bisects the unfinished Washington & Western Maryland Railroad Company trestle and the Analostan Mills stand east of the boathouse (right-side of image). Another mill, likely an icehouse, stands to the west, outside of the WCC cultural landscape (left side of image). 1906. Figure from: Brown "Images of America: Washington Canoe Club," 2020. Courtesy of the WCC and Christopher N. Brown.

The August 2, 1905, newspaper article announcing the new location of the WCC also stated that:

> *A meeting of the most prominent canoeists of Washington was held at 1427 New York avenue [sic] last evening, and the "Washington Canoe Club" was organized with a membership of 100. . . the meeting, which was attended by a large number, decided upon general plans for a clubhouse, on which work will be started within two weeks (Washington Post August 2, 1905: 9).*

It is therefore likely that the Washington Canoe Club had already secured the services of architect George Percival Hales, a Boston native and member of the WCC, as their clubhouse architect at this time, as it was announced shortly thereafter in the newspapers (*Evening Star* August 20, 1905: 50; *Washington Post* September 3, 1905: S4). However, much of the club's fundraising efforts appear to have occurred in late spring of 1906 based on newspaper accounts. This runs counter to

the existing secondary source documentation's description of the club's fundraising efforts, which characterizes the fundraising occurring prior to engaging Hales and commencing construction (Brown 2020: 19; Harris Hughes et al. 2021: 14; Price et al. 2013: 5). The club completed construction of their boathouse by December 1905 (*Evening Star* December 28, 1905: 9; *Washington Times* December 6, 1905: 8). Refer to the following section for additional information on the construction of the WCC boathouse in 1905.

While it is uncertain how much capital the WCC had for constructing their boathouse beyond the $100 required to secure their lease in August 1905, it is certain that they continued their fundraising in 1906. On May 6, 1906, the club was announced as one of the winners of a heated subscription contest run by the *Washington Post*, which began on January 28, 1906, and closed on April 22, 1906 (Washington Canoe Club 1954: 1; *Washington Post* May 6, 1906: 2; *Washington Post* May 6, 1906: H5). The prize for the top five winners was one of "five handsome pianos, with self-playing attachments…, which may be exchanged if winners so desire for $1,000 in cash" (*Washington Post* May 6, 1906: 2). The WCC came in third place and chose to accept their prize in cash. The other four winners of the contest were the Gonzaga School (first place), the Columbia Lodge 174 National Association of Machinists (second place), the Council of Jewish Women (fourth place), and the Masonic and Eastern Star Home (fifth place). The *Washington Post* described the nature of the contest in the announcement of the winners:

> *The race was spirited to the finish. On March 4 a complete list of the candidates was printed, showing that 102 organizations and individuals were striving for prizes… many novel plans were adopted for securing subscriptions and coupons. There were coupon dances, parties, kaffa klatches [gatherings where coffee is served], masquerades, and entertainments, with many novel methods of catching votes and subscriptions… This popular voting contest will be long remembered as the most exciting and attractive in the history of Washington. Nearly every citizen and visitor took an interest, and it was a topic of discussion on the streets and at the dinner tables from beginning to end… Votes received from distant cities showed the scope of The Washington Post contest (Washington Post May 6, 1906: 2).*

The description of the subscription contest speaks both to the popularity of the contest within the Washington, DC, metropolitan area, as well as the festive nature of the competition. The WCC's tactic for securing subscriptions further illustrates the playful atmosphere the competition engendered:

> *The Washington Canoe Club went to work early in the game, and appointed a special committee, known as the "get-it committee," made up of Frank Meyers, chairman; Frederick W. Moore, H.W. Young, J. Jerome Lightfoot, and H.B. Marston. This*

> *committee lost no time in getting busy, but the other members of the club also took active interest in the campaign. The canoe club gave two coupon dances, arranged on novel lines, which yielded them a handsome return (Washington Post May 6, 1906: 2).*

A photograph of some of the WCC members "taken on the porch of their attractive new club house in Georgetown" was published along with photographs of other winners and contestants (*Washington Post* May 6, 1906: H5). WCC Secretary Lawrence F. Eberbach wrote to the editor of the *Washington Post* to thank the newspaper for the contest, stating:

> *The board of governors and members of the Washington Canoe Club take this opportunity of thanking you for the $1,000 prize awarded us in the recent pianola contest. It came at a most fortunate time for us, not only because we were lucky enough to win one of the prizes, and thereby pay off the balance owing on our new clubhouse, but also that, being a very young organization, we needed something of the sort to bring us closer together (Washington Post May 14, 1906: 14).*

Eberbach indicates that the WCC boathouse was constructed on credit and that they ultimately used the prize money to pay off what was owed.

While a portion of the WCC's funds for the boathouse came from the *Washington Post* subscription contest, the club also engaged in other fundraising activities in the spring of 1906. The Old Dominion Boat Club in Alexandria sponsored a dance for the WCC to raise funds for the nascent organization (Brown 2020: 19; Harris Hughes et al. 2021: 14; Olesen April 18, 1954: Page C4; Price et al. 2013: 5; Washington Canoe Club 1954: 1). In its early years the club also sponsored a variety of performances including cabaret style shows and singing exhibitions (Bird 1991: 8-3; Price et al. 2013: 21). Starting in May 1906, as part of efforts to fundraise money for the construction of their boathouse, and continuing until at least 1915, the WCC routinely produced minstrel shows, performances done primarily by white performers in blackface in an intentionally pejorative imitation of Black people.

The roots of minstrelsy date to the 19th century prior to the Civil War. The caricatures performed in minstrel shows originate with music performed by enslaved Black people, sometimes at the behest of their white enslavers, and sometimes in town on their days off to earn money or food (Morris 2021: 366). White performers appropriated the songs and dances and created a new form of popular entertainment that was uniquely American:

> *It was the music of Black people as performed by white people, a cartoon of the dances they did and the way they spoke. It wasn't Black music at all by blackface minstrelsy – white men painted pitch black doing dopey (but not unskilled) dances and singing comic songs as they imagined Black people might. . . Minstrelsy's peak stretched from*

> *the 1840s to the 1870s, years when the country was at its most violently and legislatively polarized about slavery. . . (Morris 2021: 367).*

Journalist and popular culture critic Wesley Morris explains the ways that minstrel performances shaped white perceptions of Black culture, "Paradoxically, perversely, minstrelsy's grotesquerie deluded white audiences into feeling better about themselves. It induced a bearable cognitive dissonance that outlasted enslavement" (Morris 2021: 370).

Although the height of minstrelsy's popularity was in the 19th century, these performances continued to dominate American popular culture well into the 20th century following the onset of the nadir of American race relations, which spanned from 1890 to about 1940. The nadir was a period when "African Americans were forced back into noncitizenship" marked by heightened levels of racism and acts of terrorism perpetrated against African Americans and other racialized groups (Loewen 2005: 25, 39). Sociologist and historian James W. Loewen asserts that "Minstrel shows both caused and reflected the Nadir" as it created and disseminated otherizing stereotypes about Black people within the white community (Loewen 2005: 39).

During the early years of the WCC's founding, minstrelsy was a popular form of local entertainment and most cities, towns, and rural communities had amateur minstrel troops (Loewen 2005: 39). This ubiquity and the popularity of minstrel shows as entertainment partially explains why the early members of the WCC saw minstrel productions as an acceptable means of earning money for the organization. In April of 1906, the Arundel Boat Club from Baltimore, Maryland, performed a minstrel show at Albaugh's Theatre (later renamed Poli's Theatre) at 15th Street NW and Pennsylvania Avenue NW (now demolished) raising $700 to benefit the WCC (*Baltimore Sun* February 11, 1906: 10; Harris Hughes et al. 2021: 14; Price et al. 2013: 5; Washington Canoe Club 1954: 1). The Arundel Club also gave a benefit minstrel performance at the New National Theatre that May to fundraise for the WCC (*Washington Post* May 20, 1906: EA2; *Washington Post* May 26, 1906: 12; *Washington Post* May 27, 1906: 9). The entire company of Arundel Club minstrel performers included 75 people according to one newspaper account (*Washington Times* December 6, 1905: 8).

Ads and promotional stories that ran in the *Washington Post* and the *Evening Star* indicate that WCC members went on to perform their own minstrel shows regularly until about 1915 in venues such as the Columbia Theater, Chase's Theater, the Fredonia Hotel, Glen Echo Hall, and at the WCC boathouse (*Washington Post* June 28, 1908: 2; *Washington Post* May 24, 1909: 4; *Evening Star* May 28, 1911: 19; *Evening Star* November 26, 1911: 17; *Washington Post* May 5, 1912: 13; *Evening Star* February 1, 1915: 4; *Evening Star* September 18, 1915: 12). The WCC ballroom featured a

stage used to host such performances in addition to dances and other social gatherings (Brown 2022: 17). The WCC rented out local theaters for their larger theatrical productions, which included minstrel shows in the first decade after their founding. The club's bigger undertakings typically included about half of the members working as performers, stagehands, or writers (Brown 2022: 97).

The largest of WCC's original minstrel shows seems to have been performed in the summer of 1909, with a company of 40 performing music written by Ben Judson with a libretto by Lawrence F. Eberbach, both club members (*Washington Post* May 16, 1909: SM3; *Washington Post* May 29, 1909: 11; *Washington Post* May 30, 1909: SM3). The double bill, advertised in the *Washington Post* with a racist caricature of a Black child, included two performances entitled "In Japan" and "In Africa with Roosevelt," the former indicating that the production included yellowface in addition to blackface (*Washington Post* May 30, 1909: SM3). This is supported by one contemporaneous article that noted that Captain T.R. Raines would be portraying "the Mikado" (a term for a Japanese emperor that is obsolete in the present day) (*Washington Post* May 29, 1909: 11). Similar to the context described above surrounding the use of blackface in the United States, yellowface was paired with a larger trend to limit the rights of the people being caricatured, in this instance those of East Asian descent. By this time, East Asian immigration to the United States was limited through the 1862 Anti-Coolie Act and the 1882 Chinese Exclusion Act (which was not fully repealed until 1943). Furthermore, those who did immigrate from Asia were barred from citizenship by laws such as the Naturalization Act of 1870, which limited naturalized citizenship to immigrants considered to be either white or Black (Lee 2022: 6, 7).

As stated above, the WCC performed minstrel shows until at least 1915 (*Evening Star* February 1, 1915: 4; *Evening Star* September 18, 1915: 12). By this time, the WCC was known for these entertainments within the Washington, DC area. A 1911 announcement stated that "[f]ormer performances of the club have met with so much success that this annual black-face show has come to be regarded as one of the institutions of the National Capital" (*Evening Star* May 28, 1911: 19). In his 2020 history of the WCC, club member Brown observes that minstrelsy is an "unacceptable" and "clearly offensive" practice (Brown 2020: 19).

BUILDING THE WASHINGTON CANOE CLUB BOATHOUSE, THE RELOCATION OF DEMPSEY'S BOATHOUSE, AND DEVELOPMENT OF CLUB TRADITIONS (1905-1909)

The Washington Canoe Club's first building campaign began in August 1905 and was completed by December of that year (Figure 23) (*Evening Star* December 28, 1905: 9; Harris Hughes et al. 2021: 33; Price et al. 2013: 4; *Washington Post* August 2, 1905: 9; *Washington Times* December 6,

1905: 8). Note that although the 1991 WCC National Register of Historic Places (NRHP) nomination form stated that the building was constructed in 1904, building permits found during the 2013 HABS documentation demonstrated that construction did not begin until 1905 (Bird 1991: 7-2; Price et al. 2013: 5, 8). This is further supported by contemporaneous newspaper articles that detail the first meeting held at the WCC's boathouse on December 4, 1905, and that the club held an open house for the public to view their new facility on December 27 of that year (*Evening Star* December 28, 1905: 9; *Washington Times* December 6, 1905: 8). The open house and accompanying dance was postponed from its original date of December 18, 1905, to give the club members additional time to finalize the interior elements, including furnishing the building (*Evening Star* December 14, 1905: 5; *Washington Post* December 7, 1905: 8). The open house was advertised in the newspaper as a "smoker and general jollification to celebrate the rapid growth of the club" (*Washington Times* December 14, 1905: 9). The event was further described in another contemporaneous newspaper article:

> *A brilliant company gathered at the club house of the Washington Canoe Club, on the Potomac river [sic], a short distance above the Aqueduct bridge [sic] last evening to celebrate the formal opening of the building. During the evening nearly one thousand persons inspected the home of the new organization, and every boat club of the city was represented… The club house is very attractive, both inside and out, and is a welcome ornament to the river front (Evening Star December 28, 1905: 9).*

The resulting building was a two-story, Shingle style, boathouse standing primarily on pilings in the river with only its northern elevation supported by the shore, occupying a 40-foot by 60-foot area, clad in wooden building and roof shingles, and illuminated by interior electrical lighting throughout (*Evening Star* December 14, 1905: 5; *Washington Post* September 3, 1905: S4). An article in the *Washington Post* from soon after construction commenced detailed the WCC boathouse's design:

> *The exterior of the house will be plain, but attractive in appearance, and so built that should it be desirable at any time to add to the building the addition may be made without marring the symmetry of the structure. At one corner there will be a tower, surmounted by a flagpole, from which will float the pennant of the club. The house will be 40 by 60 feet and two stories in height, with the top of the roof twenty-five feet above the level of the first floor, which will be at about six feet above the tide mark…*
>
> *The second floor will be on a level with the Canal road [i.e., towpath], which is on the embankment at this point, and may be reached by crossing a bridge to the door. Another means of access is afforded by a flight of steps to the door on the first floor.*

> *The entire first floor will be used for storing canoes, and will have sufficient racks to accommodate 125 [canoes]. The members intend to have their canoes in the racks by October 1, if possible, and they continue to rush the completion of the house as they have the plans and the awarding of the contract they will probably succeed. The racks will be so placed that the canoe can be removed without moving any of the others.*
>
> *The second floor provides for the indoor entertainment of the members and their guests. The ballroom will be about 40 feet square, with an alcove fitted up as a cozy corner, overlooking the river, and casement windows leading onto two balconies also commanding a view of the water. At one end of the ballroom are the ladies' room and the smoking-room, and between them is the hall leading to the locker and bathrooms. The ladies' room will be handsomely furnished.*
>
> *The lounging-room will be fitted up as a den. The locker room will contain 125 lockers, each one ventilated and very roomy. The clubhouse will be adequately heated. The shower and baths will be located off the locker-room. A stairway will lead from the locker-room to the first floor (Washington Post September 3, 1905: S4).*

The building permit listed George P. Hales as architect and R.Z. Hazell & Bro. as the builder (Harris Hughes et al. 2021: 5, 20; Price et al. 2013: 8). (Note that the 1905 building permit number is listed as Permit No. 0794 in the HABS documentation for the WCC boathouse) (Price et al. 2013: 5, 8). Architect George P. Hales may have based his design on the boathouses that lined the Charles River in Massachusetts, as he was a Boston native (Harris Hughes et al. 2021: 14; Price et al. 2013: 5). One newspaper article noted that Hales was, "…a recent arrival among the canoeists on this [the Potomac] river, but one who has been canoeing on the Charles River near Boston for years. His plans are an adaptation of the canoe houses on the Charles River" (*Washington Post* September 3, 1905: S4). The design may also have been influenced by the second boathouse of the PBC built around 1875 east of present-day Wisconsin Avenue NW, which also featured a corner turret, viewing balcony, and a wooden shingle-clad roof (Brown 2020: 18; Price et al. 2013: 19). Some historians have observed that the first iteration of the WCC's boathouse appeared to be truncated or incomplete, positing that this first building was always intended to be only the first phase of a two-phase construction (Bird 1991: 8-5; Brown 2020: 20; Price et al. 2013: 9). Refer to sections below for details on subsequent building campaigns. This is supported by a November 1906 newspaper article reporting on the WCC election of officers and approval of a new constitution and by-laws that ended, "[t]he club is contemplating vast improvements to its house and it is expected that these will commence in early spring (Price et al. 2013: 4; *Washington Post* November 25, 1906: S3).



Figure 23: Photograph facing north/northwest of the WCC boathouse (built 1905). The boathouse bisects the unfinished Washington & Western Maryland Railroad Company trestle. 1905-1906. Figure from: Brown "Images of America: Washington Canoe Club," 2020. Courtesy of the William "Dusty" Rhodes family.

The Shingle style of architectural design was popular at the end of the 19th century and was associated with suburban development of the coastal towns of New England and Hales, who was from that part of the country, would have been very familiar with the conventions of this style. Shingle Style architecture is relatively rare in Washington, DC, distinguishing the WCC boathouse architecturally (Price et al. 2013: 31; *Washington Post* September 3, 1905: S4). Hales was an early member of the WCC (as noted above), practicing architecture in the Washington, DC, area between 1905 and 1919 (Harris Hughes et al. 2021: 20; Price et al. 2013: 11). WCC tradition states that club members built the boathouse with their own labor using salvaged materials (Washington Canoe Club 1954: 1). After a major flood in the second half of the 20th century, the building's framing was exposed and some of it showed evidence of having been burned. WCC members assert that this wood was recycled from barns that had burned and that using recycled materials helped to keep dues low for early members (Bird 1991: 8-5; Brown 2022: 17; Price et al. 2013: 5-6). WCC records show that members performed maintenance activities at the boathouse through the 20th century and into the 21st century (Price et al. 2013: 5). This included work such as building

floats and runways for the riverside decking system and painting the boathouse (Price et al. 2013: 12).

This earliest iteration of the WCC boathouse located approximately 100 yards above the Aqueduct Bridge between the C&O Canal and the Potomac River, had a single, central ramp running to docks along the southern façade (Brown 2020: 20; Harris Hughes et al. 2021: 5, 17). The Aqueduct Bridge provided a place for spectators to gather during early WCC-organized canoe races (Brown 2020: 50). Furthermore, stone stairs connected the bridge to the C&O Canal's towpath and provided club members and spectators a point of connection to M Street NW (*Evening Star* August 20, 1905: 50; *Washington Post* September 3, 1905: S4). Hales's initial designs included an additional point of access via the towpath:

> *The [WCC boathouse] structure will be two stories high, and the second floor will be on a level with a road just below the level of the towpath. From this road a bridge will lead to the second floor, and here a door will admit one to the assembly hall, which is to be used for social purposes. A flight of steps will also lead downward from the bridge, on the outside of the building, to an entrance to the first floor (Evening Star August 20, 1905: 50).*

This road and bridge likely never existed, but may have been the basis for the design of the steel bridge erected around 1910 discussed in detail below in the following section.

The club's relationship to the water and the easy access it provided to paddlers was a key aspect of the boathouse design (Harris Hughes et al. 2021: 5; Price et al. 2013: 9). The pilings or piers on which the majority of the building stood were made of southern yellow pine and measured ten-inches square (Brown 2020: 19). The boathouse had been built across the Washington & Western Maryland Railroad Company's right-of-way, with a portion of the incomplete trestle removed to accommodate the boathouse's construction (the rest of the trestle was removed in 1907 as part of the construction of the Georgetown Branch of the B&O Railroad, which is described in more detail below) (Brown 2020: 30; Harris Hughes et al. 2021: 31).

As indicated by the September 1905 announcement from the *Washington Post* quoted above, the WCC boathouse was to serve as both a space to store canoes and to host social events. The referenced "Ladies' Room" located on the south side of the second floor boasted a ceiling fan, while the adjacent ballroom had a fireplace (Brown 2020: 49; Harris Hughes et al. 2021: 15; *Washington Post* December 31, 1905: S3). As women were not permitted membership to the WCC at this time, the Ladies' Room "accommodated the wives, girlfriends, and guests of club members before women joined the club as independent members" (Price et al. 2013: 11). The WCC hosted

a multitude of events at the boathouse since early in its founding. These included boating excursions, regattas, lantern parades, swimming matches, and dining events (Bird 1991: 8-3; Harris Hughes et al. 2021: 15). In the summers, the club would hold oyster roasts and crab boils (Price et al. 2013: 22; Washington Canoe Club 1954: 2). Wintertime activities included indoor entertainments such as ladies' nights, masquerades, dances, receptions, theater performances, and minstrel shows (Bird 1991: 8-3; Brown 2020: 97; Harris Hughes et al. 2021: 15; Price et al. 2013: 3; Washington Canoe Club 1954: 2). Refer to the previous section for a historical context of minstrel shows.

The WCC and other boathouses that came later became defining features of the Potomac River's edge in Georgetown (Price et al. 2013: 36). Although never executed, a speculative boathouse advertised in the newspaper in 1906 as the "Algonquin" to be built adjacent to the Aqueduct Bridge is further evidence of the draw of the burgeoning boathouse row (Price et al. 2013: 19-20 *Washington Post* April 1, 1906: SP3). In March of that same year, Dempsey's boathouse, occupied by Georgetown University's crew team, moved to the parcel west of the Aqueduct Bridge and east of the WCC boathouse. Prior to this move, Dempsey's was located at the foot of 32nd Street NW in a building purchased from the Columbia Boat Club in 1899. The crew team was forced to abandon their boathouse, which was demolished in 1904, and the university bought a floating boathouse in November 1905 to replace it before being moved adjacent to the Aqueduct Bridge the following year (Kreisa et al. 2022: 7-6; *Washington Post* March 8, 1906a: 8). The boathouse was named for Patrick Dempsey, who was the crew's coach during this period. In August of 1906, the floating boathouse sank into the Potomac River and was subsequently repaired and returned to its moorings, likely in 1908 (although it is possible that this did not occur until the following year) (Figure 24) (*Evening Star* September 16, 1906: 53; *Evening Star* October 7, 1909: 22; Kreisa et al. 2022: 7-6; *Washington Post* August 20, 1906: 6; *Washington Post* August 23, 1908: S4). The PBC relocated east of the aqueduct's abutment, outside of the CLI boundary, in July 1908 (*Washington Post* July 10, 1908: 9). Refer to the following section for additional information on the relocation of the PBC.



Figure 24: Photograph facing east/southeast of spectators watching a boating event from the Aqueduct Bridge. Dempsey's boathouse stands next to the aqueduct abutment (left side of image). Ca. 1908. Figure from: Brown "Images of America: Washington Canoe Club," 2020. Courtesy of the WCC and Christopher N. Brown.

The WCC engaged in friendly competitions with neighboring boathouses like Dempsey's and the PBC (Price et al. 2013: 22). In addition to paddling events, the WCC sponsored members in a variety of sports. The WCC had competitive teams for track, football, baseball, bowling, basketball, sailing, swimming, shooting, water polo, and wrestling and members also competed individually in tennis and boxing (Bird 1991: 8-3; Brown 2020: 7, 104; Washington Canoe Club 1954: 2). WCC also organized land-based activities such as hiking and cave explorations (Price et al. 2013: 22). The club engaged in a number of outdoor winter activities as well, including ice skating on the Potomac River and ice hockey (Brown 2020: 36, 92). While in the early years of the WCC the club sponsored several sporting events, acting as a more general athletic club, the WCC narrowed its focus as its paddlers distinguished themselves competitively in flatwater racing events (Price et al. 2013: 6).

WCC's mascot became an owl early in the club's history and the club's lore holds that this bird was adopted by the WCC after one flew into the boathouse (Price et al. 2013: 5). The owl is sometimes used on boats, paddles, and uniforms to indicate the WCC. The PBC adopted a star insignia and since members often moved between the two clubs, the insignias for both clubs sometimes appear in historic photographs of one athlete or a team in one craft (Brown 2020: 58).

In 1909, the WCC members trained for the *Washington Post* Regatta, held on September 18 of that year, which proved to be a turning point in the club's approach to training and competition. In 1911, Commodore William A. Rogers discussed his memories of the 1909 racing season, stating:

> *It was during the summer of 1909 that I first had charge of racing of the Club and it was really the first time that the boys considered the subject seriously enough to get themselves in the proper condition. We worked hard for the Washington Post Regatta… and were fortunate enough to win four out of six events consisting of 27 medals and five cups. This aroused the racing spirit enough so that everybody looked forward to the coming season (quoted in Brown 2020: 51).*

A newspaper account estimated that 400 canoes lined the Potomac River shorelines of Georgetown and the surrounding area in advance of the *Washington Post* Regatta and the associated carnival that followed it (*Washington Post* September 12, 1909a: 14). This regatta was open not only to paddlers, but rowers and sailors as well (*Washington Post* September 12, 1909b: SM4). In addition to the WCC, clubs that attended the event included the Corinthian Yacht Club, PBC, Virginia Canoe Club, High Island Canoe Club, Sycamore Club, and Analostan Club (*Washington Post* September 12, 1909a: 14; *Washington Post* September 12, 1909b: SM4). The event included numerous races on courses of about a third of a mile in length such as championship single, championship double, club fours, mixed double, and a war canoe race. The WCC entered a war canoe in the race that required 16 paddlers. This type of craft was also sometimes called an "Indian" war canoe, a name that demonstrates the perceived indigeneity of the sport of canoeing in the minds of the primarily white paddlers who connected their leisure pursuit to Native American canoe development and use (*Evening Star* July 18, 1909: 54). As part of their 50th anniversary celebrations, the WCC Officers and Board of Governors produced a pamphlet that explicitly stated this perceived connection:

> *Canoeing was primarily a means of transportation and travel for the North American Indian [sic] long before the white man settled this continent. As its value as a means of transportation diminished, pleasure cruising and racing became popular. Early Americans used the Indians' [sic] canoes more for transportation than anything else (Washington Canoe Club 1954: 8).*

The WCC was represented at the *Washington Post* Regatta by Ray Garrett, Cleve Skinker, Willis Pomeroy, Lawrence F. Eberbach, Edward Schmidt, and William A. Rogers for a relay race set on a triangular course, while Lawrence F. Eberbach, Willis Pomeroy, Edward Schmidt, and William A. Rogers also represented the club for the club four race. Edward Schmidt and William A. Rogers paired up to compete in the men's doubles. Women participated in the mixed doubles and a Miss Marston (first name unknown) competed with Edward Schmidt on behalf of the WCC (*Washington Post* September 12, 1909a: 14). A period newspaper article commented on women's participation in the regatta:

> *There are many girls in Washington who paddle well, and they are showing as much enthusiasm over the coming regatta and carnival as are the men. Some of them are expert with the paddle, and they will take part in the races, but the great majority will content themselves with entering the carnival (Washington Post September 12, 1909a: 14).*

The carnival following the regatta took place in the evening and featured a parade of decorated canoes and larger boats lit by lanterns (*Washington Post* September 12, 1909b: SM4). The WCC anticipated that its members would be contributing 50 canoes to this parade (*Washington Post* September 12, 1909a: 14).

By 1909, the WCC also sponsored its own canoe-specific annual regatta, attended by area clubs including the Analostan Club, High Island Canoe Club, and PBC. The WCC held the event in front of its boathouse, allowing spectators to assemble on the Aqueduct Bridge to view the races and in 1909 the club's officers believed they would stage a competition that would "surpass any similar regatta held here in years among the canoeists" (*Evening Star* July 18, 1909: 54). The National Guard Band provided entertainment during the regatta, conducted by Lieutenant Donald B. MacLeod (possibly McLean) (Price et al. 2013: 22; *Washington Post* July 21, 1909: 16; *Washington Post* July 24, 1909: 8). The regatta included singles, doubles, and fours events, as well as tilting, relays, and a war canoe race, followed by "the usual canoe dance" held at the boathouse (*Evening Star* July 18, 1909: 54). Note that tilting is a type of jousting where the canoers attempt to dislodge an opponent from their craft with a pole capped by a padded ball (Brown 2020: 60). Refer to the section entitled *Berlin Olympics and the New York World's Fair (1936-1939)* for additional information on tilting.

As early as 1906, the WCC organized summer camps upriver as a way to escape the heat of the city (Price et al. 2013: 22). A newspaper article from that summer related the clubs plans:

> *Several cruises are under contemplation by the members of the Washington Canoe Club, and a committee has been formed to choose a site for a summer camp, where the canoe parties will visit when on trips up the river. Members will visit the camp in relays. A house will be built on the site (Washington Post June 10, 1906: S4).*

Prior to the establishment of the WCC in the late 19th century and continuing in the decades leading up to WWII, the banks of the Potomac River between the Aqueduct Bridge and Chain Bridge were used for camping in the summer by Washington, DC, area residents, partly as a form of socializing and partly as a way to cool down. This overlaps with the first decades of the WCC and members joined the social life engendered by the camps, which included canoe races on the Potomac amongst WCC members and members of neighboring clubs (Figure 25, Figure 26) (Brown 2020: 27, 33). Commuters living in the camps could paddle downriver to shore, depositing their boats at Dempsey's or the WCC before heading into Georgetown to catch a streetcar to work:

> *In the summer, the Virginia river bank [sic] from Key Bridge almost to Chain Bridge was lined with canoe club camps, settlements of tents on platforms where families lived till school started again. The men [sic] commuted to work by boat… Frank Havens, Washington's Olympic canoe gold medalist, spent his childhood summers in one of those camps. "My father would lash two canoes together to make a catamaran and we'd move all our stuff to the camp for the summer" (Bradshaw April 4, 1984: 7).*

The names of these camps included Camp Starvation, Hobo Camp, Camp Tut, Camp Goodwill, and Bachelor Camp (Brown 2020: 34). These names demonstrate the playful attitude that residents had toward this yearly tradition, but names such as Camp Starvation or Hobo Camp also indicate a flippant attitude towards those who would live outdoors due to economic necessity. Some of the camps provided entertainment and amenities for campers. The Colonial Camp Canoe Club consisted of 16 tents on platforms and included a mess tent with dance floor and a Victrola for music. This group had a canoe racing team that some WCC members were also a part of, but this team was later absorbed into the PBC (Brown 2020: 35). Davis Barge on the Virginia shore provided soda and beer to summer campers and Warner's Canoe House had a jukebox and held Saturday night dances on their dock (Brown 2020: 34). Following World War II, the federal government prohibited camping along the river and the camping-based clubs on the Potomac shore were largely disbanded (Brown 2020: 35).



Figure 25: Photograph of a Potomac River summer camp and campers in canoes. Early 20th century. Figure from: Brown "Images of America: Washington Canoe Club," 2020. Courtesy of the WCC and Christopher N. Brown.



Figure 26: Photograph of a summer campsite along the Potomac River near Washington, DC. Early 20th century. Figure from: Brown "Images of America: Washington Canoe Club," 2020. Courtesy of the WCC and Christopher N. Brown.

CONSTRUCTION OF THE B&O RAILROAD'S GEORGETOWN BRANCH AND RELOCATION OF POTOMAC BOAT CLUB (1906-1910)

Georgetown business owners and residents petitioned Congress in February 1905, prior to construction of the WCC boathouse, to amend the act allowing the Washington & Western Maryland Railroad Company to build their line through Georgetown. They asked that the railroad company either complete the line and put in into operation within six months or that the B&O Railroad, majority stockholder of the other rail company, be charged a fine of $50,000 if the work was not completed in the specified time (*Washington Post* February 14, 1905: 10). The business owners were particularly anxious to establish this connection to expand the capacity to ship freight in and out of the area. A bill was introduced in the House of Representatives by March 1906, but the B&O Railroad lobbied to have the timeframe for execution of the new line extended to three years rather than six months, as the company was "simply swamped with construction work, the majority of which… [was] of far more importance than the proposed

establishment of the freight yard in Georgetown…" according to George E. Hamilton, the railroad's lawyer (*Washington Post* March 8, 1906b: 10).

Amidst this controversy, the B&O Railroad did begin plans to create the Georgetown Branch (also known as the Georgetown Spur) in 1906, which would travel between Silver Spring, Maryland, and Georgetown along the Potomac (Brown 2020: 31; Harris Hughes et al. 2021: 31). Initially, the railroad planned to use the same right of way as the Washington & Western Maryland Railroad Company trestles, but due in part to the location of the WCC obstructing the route, it was decided that the tracks would run along the north side of boathouse instead (Harris Hughes et al. 2021: 31; Price et al. 2013: 21). The newspaper reported rumors of an order for the WCC to vacate the right-of-way:

> *Officers of the Washington Canoe Club yesterday denied the rumors that have been afloat for some time to the effect that the organization has received notice to vacate its present site within the next three months.*
>
> *The story grew out of the reported announcement that the Western Maryland road [also known as Washington & Western Maryland Railroad] intended to avail itself of its right-of-way along the District side of the river from Great Falls to Georgetown, but the club has received assurances from the proper authorities that they need not fear any such move (Washington Post July 15, 1906: S1).*

The B&O Railroad was the majority stockholder of the Washington & Western Maryland Railroad Company at this time and it can be inferred from the above quotation that the plan to route the Georgetown Branch's track north of the WCC boathouse was settled by July 1906 (*Washington Post* February 14, 1905: 10). The remaining portion of the incomplete Washington & Western Maryland Railroad Company trestle was demolished in 1907 (Figure 27) (Brown 2020: 30; Harris Hughes et al. 2021: 31). Word of the new freight connection increased demand for industrial real estate between the C&O Canal and the Potomac River along Water Street NW, in anticipation of increased demand once the branch was completed (*Washington Post* September 16, 1906, Page A4).

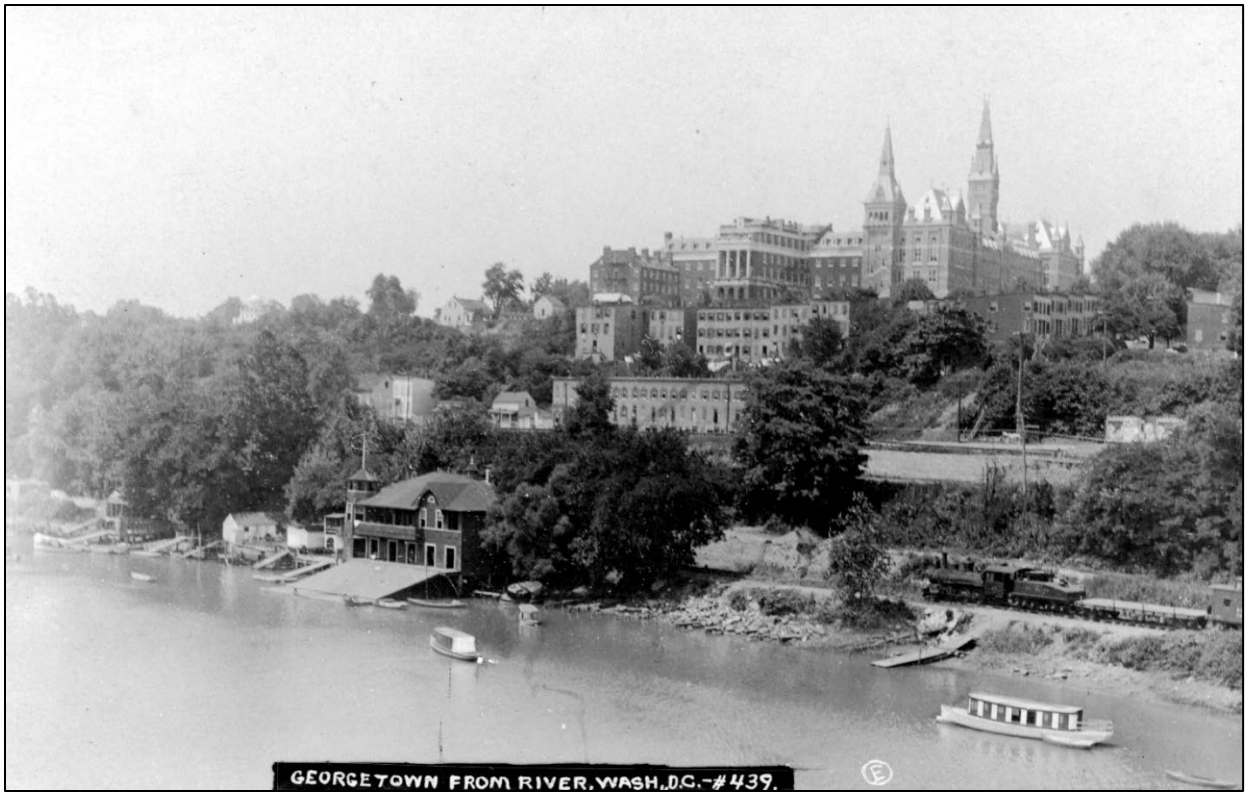


Figure 27: Photograph facing north/northwest of the WCC boathouse (left side of image) and a B&O Railroad train (right-side of image). Note that the Analostan Mills building is no longer extant in this image. "Georgetown from river, Washington, D.C. - 439," Ca. 1909-1910. Willard R. Ross Postcard Collection, DIG DC, DC Public Library (https://digdc.dclibrary.org, accessed 2023).

Although the PBC is outside of both the WCC CLI boundary and CHOH's park boundary, the following contextual information is provided for this feature as it is related to the WCC boathouse's significance under Criterion A as part of the larger boathouse row that developed around the Aqueduct Bridge at the beginning of the 20th century. (Note that the PBC is also included in the Adjacent Lands and the Regional Landscape Contexts and Narratives sections of this report). The PBC was looking for land to construct a new club house during the same time that planning for the Georgetown Branch began. The rowing club decided to vacate their location east of present-day Wisconsin Avenue NW, which they had occupied since around 1875, as "…the proximity of a steam-heating sand sifter and a stone crusher placed its house out of service as far as entertainments were concerned" (*Evening Star* November 18, 1906: 60). Although PBC members were considering an alternative location in Georgetown, they were apprehensive to move to a site that might be just as blighted by industrial development as their current location:

> *At the meeting of the board of governors Wednesday night the subject of a new location was brought up as one of dire necessity, and the sentiment was unanimous that if anything is to be done now is the time to take the initiative in the matter, so that the new house will be ready for its opening in the spring. The board realizes, too, from the statement made… by the officials of the Baltimore and Ohio Railroad Company that at an early date they contemplate entering Georgetown, that it is impractiable [sic] to obtain a site on the District side of the river. Hence they are in a quandary (Evening Star November 18, 1906: 60).*

The PBC had previously shown interest in leasing land near the Aqueduct Bridge and many club members had a strong desire to stay in Georgetown, although relocating to the Tidal Basin, Analostan Island, or to the Virginia shore were all considered as alternatives. The Tidal Basin had the advantages of calmer waters than those above the Aqueduct Bridge and also the amenities planned for the Potomac Park, such as the seawall and electric lighting (*Evening Star* November 18, 1906: 60; Price et al. 2013: 20; *Washington Post* April 8, 1906: 11). PBC members in favor of relocating to the Tidal Basin, which was undergoing improvements, argued that "…in a year or two… [the Tidal Basin] will be an ideal spot for boating parties, the basin being encircled with hundreds of incandescent lamps, while the illuminated and electric fountains will make it the one spot wherein all Washington will want to congregate during the summer evenings" (*Washington Post* April 8, 1906: 11). Furthermore, some PBC members reasoned:

> *The only argument in favor of a clubhouse on the river bank [sic] is that on regatta days it gives visitors a vantage spot to witness the races, but this would be obviated in locating inside the basin, as the beautiful seawall, free from obstructions of any kind, would make a better place for visitors and would prevent crowding, as generally takes place on such occasions. It would afford plenty of room inside the basin for pleasure rowing, canoes, and rowboats… (Washington Post February 25, 1906: F13).*

Ultimately, the PBC selected a site directly east of the Potomac Aqueduct, which was the third location the club occupied in Georgetown and is where the club is located in the present day (Brown 2020: 39; Price et al. 2013: 20). The site had the advantage of being close to Analostan Island and the Three Sisters Islands where PBC members could camp in the summers (Price et al. 2013: 20). The PBC sold their boathouse and began construction on their present-day building in 1908 (Brown 2020: 39; Harris Hughes et al. 2021: 13; Price et al. 2013: 18). While the PBC currently owns the land in fee simple where they built in 1908, further research is needed to determine when they purchased the property (Price et al. 2013: 18). During construction, the PBC occupied the Samuel Langley Ark moored at Three Sisters (Price et al. 2013: 18). The PBC held an opening reception for their gable-fronted boathouse adjacent to the aqueduct in July 1908 (Figure

28) (*Washington Post* July 10, 1908: 9). Note that the HABS documentation for the WCC erroneously asserts that the PBC completed construction on their present-day boathouse in 1912 (Price et al. 2013: 19). The PBC's decision to stay in Georgetown and to locate in close proximity to the WCC was significant in solidifying the presence of the boating community along the Georgetown waterfront, which continued to grow into a boathouse row of six clubs in the early 20th century (Brown 2020: 39). These clubs were from west to east Crampton's Boat Yard (early 20th century) near the Three Sisters (likely on property formerly associated with the Foxall Foundry), Warner's Canoe House (early 20th Century), WCC (1905), Dempsey's boathouse (1906-1908), PBC (1908), and Jack's boathouse (1945) (Brown 2020: 42-43; Crowell et al. 1987: 18, 43).

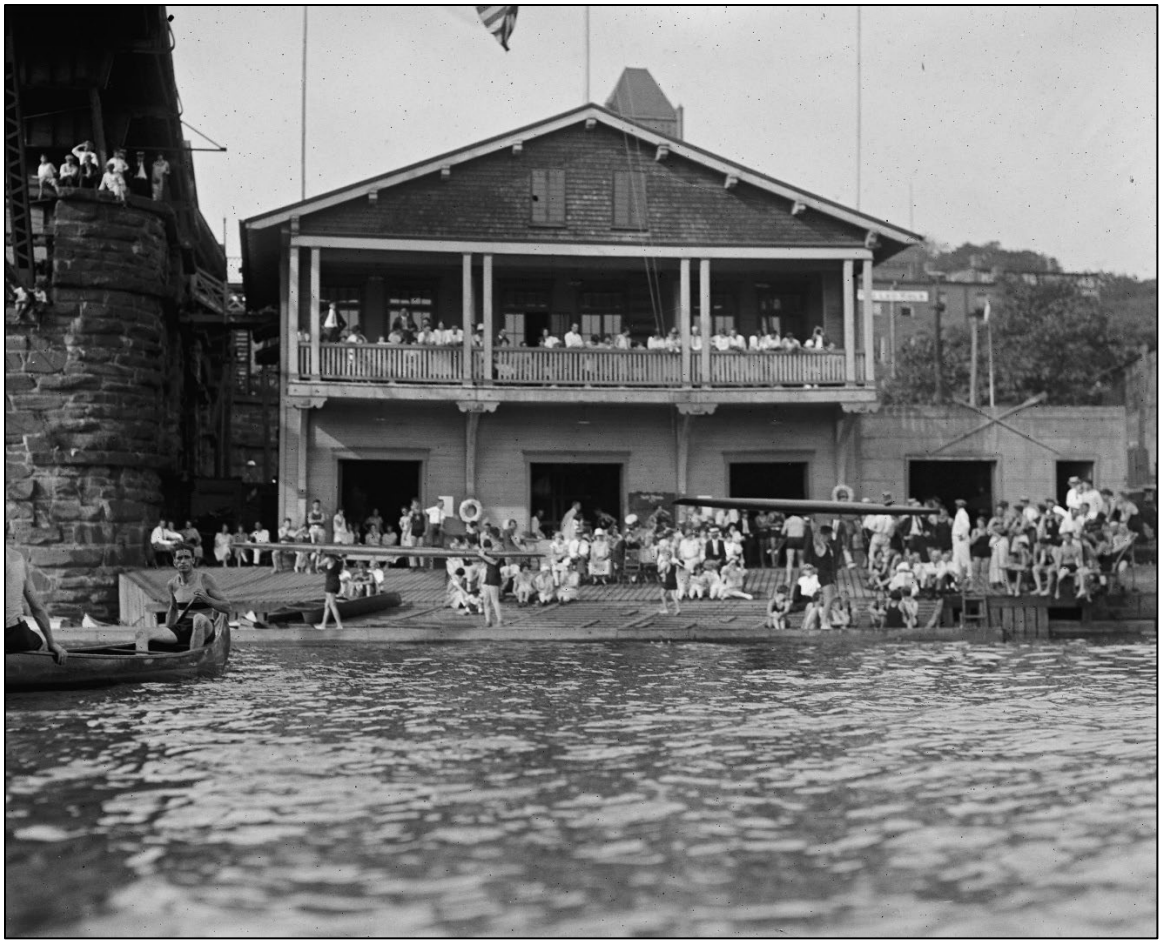


Figure 28: Photograph of the Potomac Boat Club (PBC) located immediately east of the Aqueduct Bridge and the WCC CLI boundary. "Potomac Boat Club," 1925. Library of Congress (https://lccn.loc.gov, accessed 2022).

It was during this same period, between 1908 and 1910, that the B&O Railroad built new tracks to complete the Georgetown Branch that passed directly north of the WCC boathouse, obscuring its original entrance (Brown 2020: 31; Harris Hughes et al. 2021: 21, 31). A newspaper article at the time attests to the precarious condition the boathouse was in during construction of the Georgetown Branch:

> *The contractors for the Baltimore and Ohio railroad [sic] who are constructing the road into Georgetown have gotten down to the Washington canoe house with their excavations. They have dug the bank away from the front of the house and have left it in a very dangerous condition to those desirous of making an entrance. The "canoeists" are hoping they will soon… move on, so that they can put in their own improvements (Evening Star February 14, 1909: 54).*

The WCC planned to build a steel bridge (sometimes referred to as a catwalk) extending from the C&O Canal's towpath to the northern entrance of the boathouse over the railroad tracks. This was built as part of the larger construction project undertaken by the WCC during this period, discussed in detail below in the following section (Price et al. 2013: 10). Although the Georgetown Branch was not a passenger line, club lore holds that WCC members subsequently used it to transport canoes to distant regattas (Brown 2020: 31).

The northern arch of the Aqueduct Bridge abutment east of the WCC was modified during this time to allow clearance for trains to pass underneath, likely between 1909 and 1910 in conjunction with construction of the railroad spur (Brown 2020: 32; Elder and Weldon 2018: 83; US Commission of Fine Arts and National Park Service 1968: 61). As part of this modification, the B&O Railroad installed fill in place of the earlier trestle passing under the abutment's northern arch, creating additional dry land along the shoreline that provided a direct land route between the WCC and the streetcars on the other side of the aqueduct (Figure 29, Figure 30, Figure 31) (Brown 2020: 32). Prior to this modification, the building was difficult to access without a boat (*Evening Star* December 14, 1905: 5).

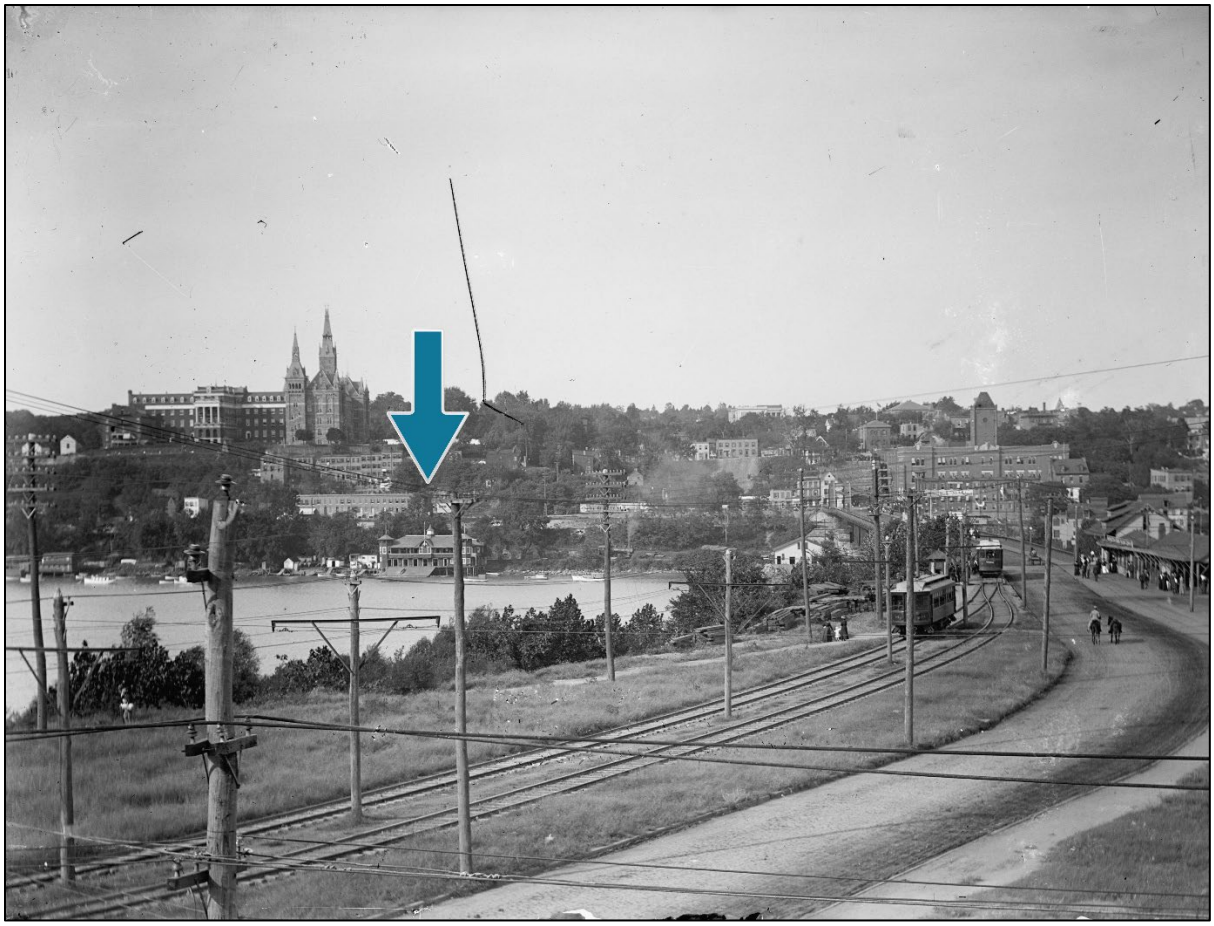


Figure 29: Photograph facing north from the Virginia shore looking at streetcars crossing the Aqueduct Bridge towards the WCC cultural landscape. The WCC boathouse is denoted by the blue arrow. "Georgetown College & Aqueduct bridge," Ca. 1909-1910. Library of Congress (https://lccn.loc.gov, accessed 2022).

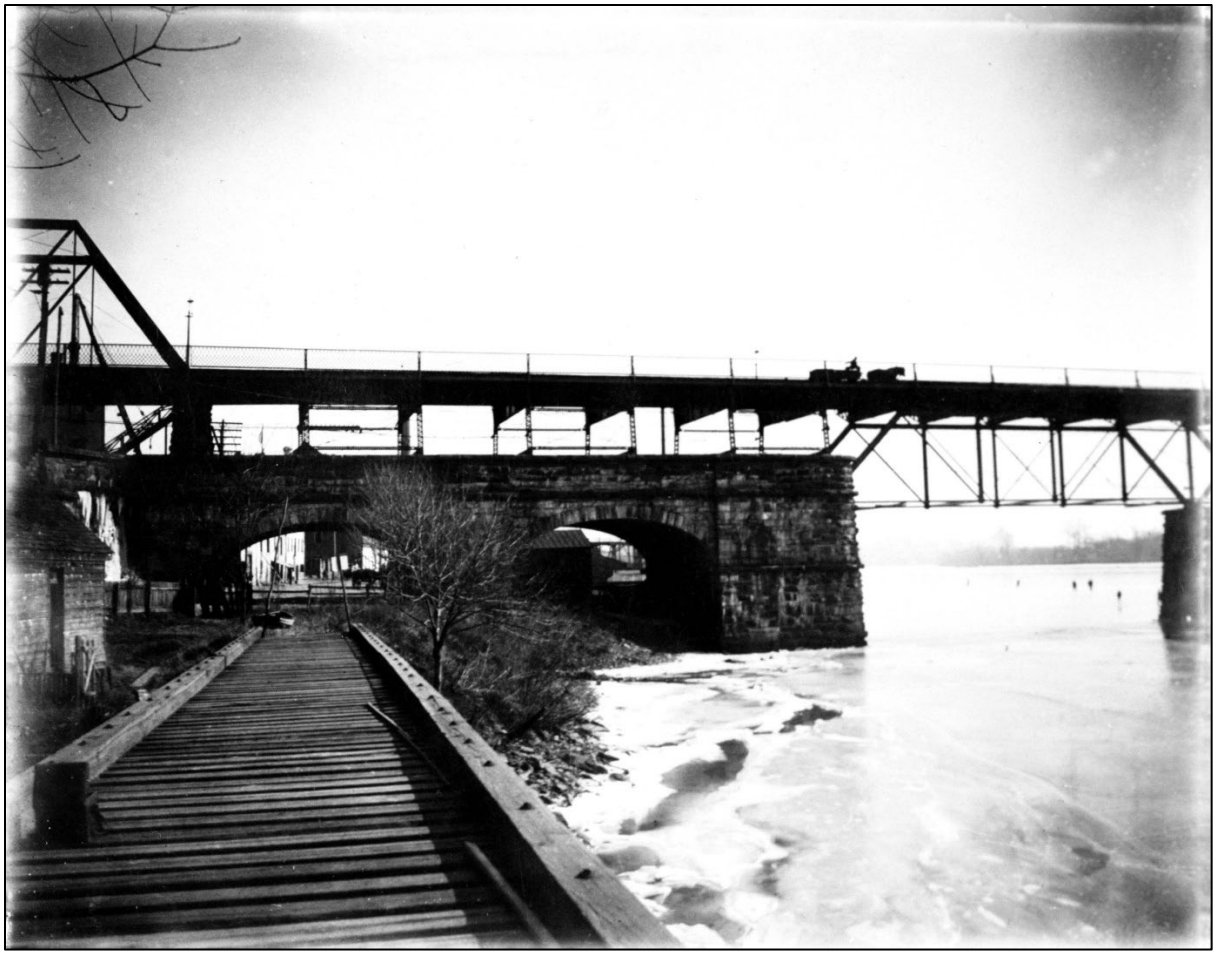


Figure 30: Photograph of the Aqueduct Bridge's northern abutment prior to the B&O Railroad widening the northern arch. "Aqueduct Bridge," 1900. Library of Congress (https://lccn.loc.gov, accessed 2022).

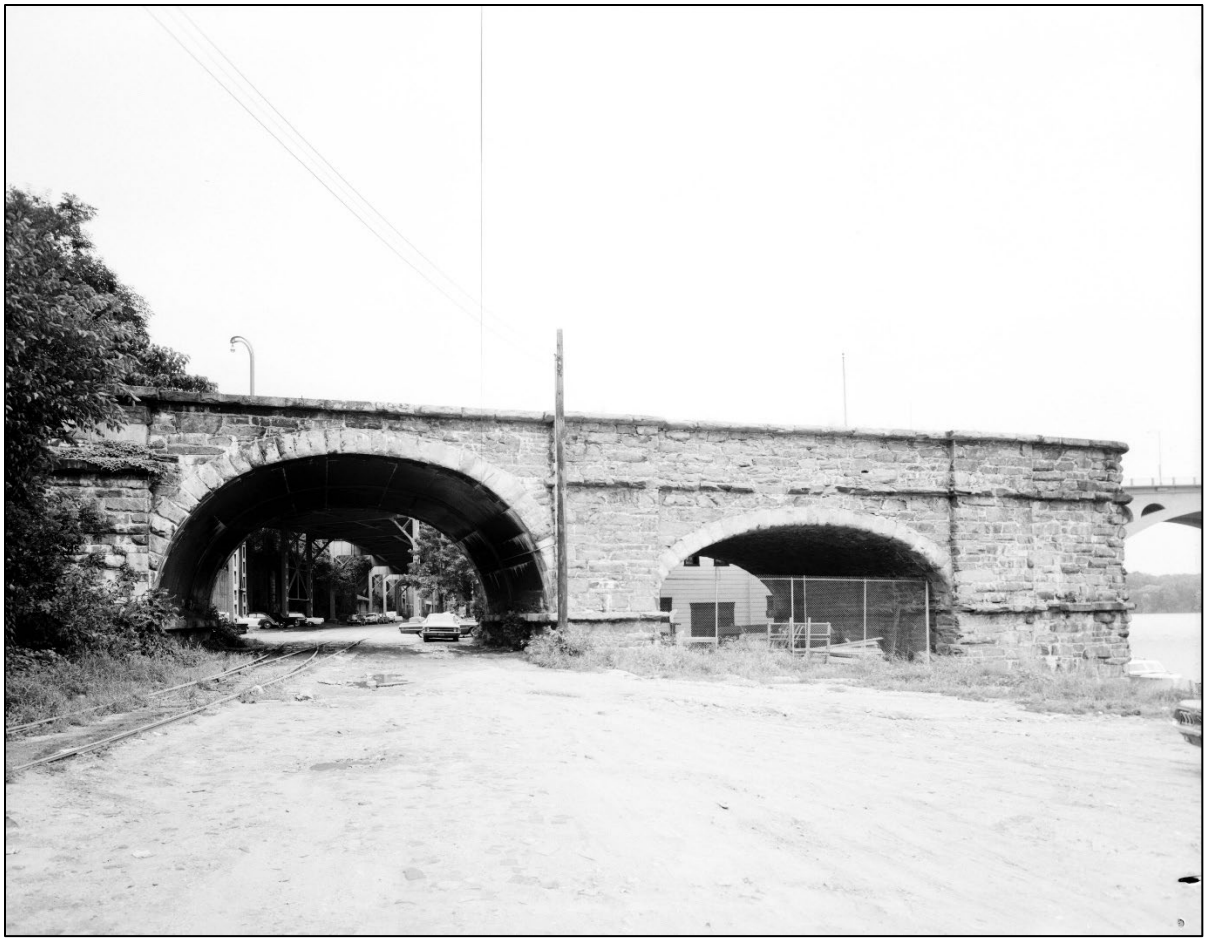


Figure 31: Photograph of the Aqueduct Bridge's northern abutment after the B&O Railroad widened the northern arch. Note that it is uncertain if the shoreline fill in this photograph is only related to the changes the B&O Railroad made to the northern abutment or if it also reflects the installation of the Potomac Interceptor sewer line. "Potomac Aqueduct," 1967. Library of Congress (https://lccn.loc.gov, accessed 2022).

ADDITIONS TO THE WASHINGTON CANOE CLUB AND DEMPSEY'S BOATHOUSE (1909-1914)

In 1909, the WCC began planning an expansion to the boathouse and once again hired Hales to execute the design; this time the builder listed on the permit was the firm Howison & Skinker (*Evening Star* November 26, 1909: 2). The WCC board of governors approved Hales's design in October 1909 and in November 1909, Howison & Skinker obtained the permits to begin construction (*Evening Star* October 24, 1909a: 19; Harris Hughes et al. 2021: 20). The planned two-story, wood-frame addition was projected to be 40 feet by 36 feet in area and would include a "composition roof, electric lights, steam heat, and concrete floors" (*Washington Post* November 7,

1909: A3). As early as April 1909, the WCC planned to replace the wooden pilings in the Potomac with concrete piers and this was still part of the scope of work in late November of that year following the club's receipt of a building permit (it is uncertain whether this change was implemented, but this configuration would have been impacted by the installation of the Potomac interceptor between 1966 and 1968) (*Evening Star* November 28, 1909: 62; Price et al. 2013: 10). The building permit included a cost of $3,500 for construction. However, period newspaper articles record that the WCC was planning to spend either $3,000 or $5,000 on the project (*Evening Star* October 24, 1909b: 18; *Evening Star* November 26, 1909: 2; Harris Hughes et al. 2021: 5; Price et al. 2013: 9; *Washington Post* November 7, 1909: A3). (Note that the 1909 building permit number is listed as Permit No. 3477 in the HABS documentation for the WCC boathouse) (Price et al. 2013: 9). Accounts on how the addition was funded differ and it may be that the club paid for the work outright using a combination of membership dues and fundraising, or alternatively that they received a loan to pay for the project (Brown 2020: 20; Price et al. 2013: 11).

The club renegotiated their lease with the Trustees of the C&O Canal Company by October 1909, likely in connection to expanding the size of the boathouse (Price et al. 2013: 10). Although an October 24, 1909, newspaper article asserted that "…the contractors are now at work on the addition," periodic news stories that appeared in November and December 1909 indicate that the start of construction on the project was not seamless (*Evening Star* October 24, 1909a: 19). One article from November 21, 1909, observed, "[t]he members of the Washington Canoe Club are becoming rather restless over the delay the contractors are making in starting the new addition to their house. A month of good weather has passed and the piles remain uncovered, much to the chagrin of President Whipple [who is recorded in other newspaper accounts as treasurer] and the hardworking building committee" (*Evening Star* November 21, 1909: 20). Another article dated December 6, 1909, quipped, "[a]nd still there's nothing doing around the cozy Washington Canoe Club over its addition, and President Whipple and Guy Carl Stodder are becoming cross-eyed looking for the workmen who do not work" (*Evening Star* December 6, 1909: 16). Despite the delays, the work was completed by early spring 1910, before the new paddling season began:

> *When the rowing and canoeist element of our section make their first visit to the river they will be more than surprised at the many improvements they will find. The chief one will be the beautiful additions made to the home of the Washington Canoe Club, an improvement that makes this structure equal to any in this section of the country, and a handsome addition to our river shores (Evening Star March 13, 1910: 20).*

The new construction extending east of the first boathouse was designed to accommodate the myriad social functions of the WCC and its new spaces included a kitchen and grill room (a

dining room) on the first floor, as well as an expanded ballroom and a new board room on the second floor (Harris Hughes et al. 2021: 15, 22). It was not typical during this period for boathouses to include a dining room and this feature indicates the importance of socializing in the culture of the WCC (Price et al. 2013: 22). The grill room featured a frieze painted by Felix Mahoney in 1910, who was a club member and a professional cartoonist for the *Evening Star* newspaper (Bird 1991: 7-4; *Evening Star* October 24, 1909b: 18; Harris Hughes et al. 2021: 22, 77; Washington Canoe Club 1954: 1). The frieze was detachable, created on card or paper with oil paint and then adhered to panels to be installed around the perimeter of the room with nails or screws (Harris Hughes et al. 2021: 77). The frieze depicted members comically socializing and paddling (Figure 32). A portion of the artwork depicted WCC members performing a minstrel show. Note that this panel was removed in recent years as it is considered "to be in conflict with the goals and ideals of the current membership" to be racially inclusive (Harris Hughes et al. 2021: 78; NPS PEPC 100753). Refer to the section entitled *Formation of the Washington Canoe Club and Early Fundraising Efforts (1904-1906)* above for historical context of minstrelsy and history specific to WCC's involvement in minstrel performances.



Figure 32: Photograph of a portion of the frieze in the grill room. (NPS/Magill 2021)

The addition also included new amenities such as a women's dressing room and bathroom on the second floor and a work room for canoe repair and increased boat storage capacity on the first floor (Harris Hughes et al. 2021: 5, 22; Price et al. 2013: 9). The men's locker room was expanded, and the ladies' room was relocated and expanded as part of the changes to the second story layout (Harris Hughes et al. 2021: 22). The 1909-1910 addition featured an eastern turret and balcony to match those to the west highlighting the building's Shingle style and completing the symmetrical façade of the building on the river side. For this reason, architectural historians generally consider this addition to be the second phase of construction, completing the design that was started with the first iteration of the boathouse in 1905 (Bird 1991: 8-5; Brown 2020: 20; Harris Hughes et al. 2021: 33; Price et al. 2013: 9-10).

The 1909 plans incorporated the steel bridge spanning across the Georgetown Branch's tracks to connect the C&O Canal towpath to the northeast tower of the boathouse at the mezzanine level, as discussed in the previous section (Figure 33) (Brown 2020: 46; Harris Hughes et al. 2021: 21; Price et al. 2013: 10). It is probable there was a landing inside the tower with another set of stairs leading to the second floor. This work was completed circa 1910 with the boathouse addition (Harris Hughes et al. 2021: 21, 33). A newspaper article at the time commented on the desirability of this new connection to the northern side of the boathouse stating:

> *The Washington Canoe Club is making some needed repairs to the outside of its cozy quarters on the river front. The building of the Baltimore and Ohio tracks in front of its structure will not affect [sic] it in the least, but will act more as a blessing in many respects. It will throw a bridge from the towpath into its clubhouse, thus making the entrance more agreeable and accessible than it is at present (Evening Star January 31, 1909: 54).*

The steel bridge not only provided a land connection to the WCC via the towpath, but it also provided canoers a connection to the canal itself, which paddlers would traverse in search of calmer waters particularly when the Potomac River's waters were high, or conditions were windy (Figure 34) (Brown 2020: 111).

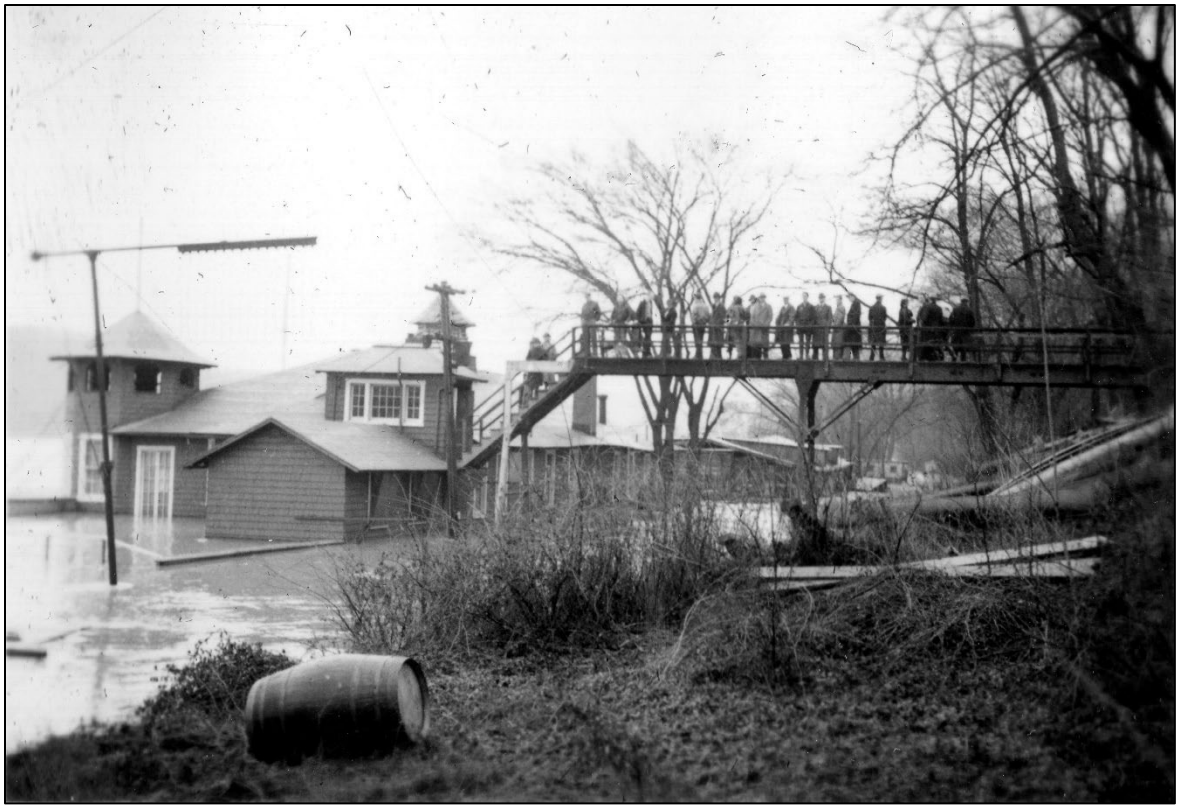


Figure 33: Photograph facing west/southwest of the WCC boathouse and steel bridge over the Georgetown Branch right-of-way. This photograph was taken during the 1936 flood discussed in detail in a subsequent section of this physical history. 1936. Figure from: Brown "Images of America: Washington Canoe Club," 2020. Courtesy of the William "Dusty" Rhodes family.



Figure 34: Photograph of WCC paddlers traveling via canoe on the C&O Canal. Early 20th century. Figure from: Brown "Images of America: Washington Canoe Club," 2020. Courtesy of the William "Dusty" Rhodes family.

During this period, the WCC applied for a permit to have the United States Army Corps of Engineers (USACE) install riprap above the boathouse; this work was completed in the early 1910s (Figure 35) (Harris Hughes et al. 2021: 21; Price et al. 2013: 10). The USACE recommended that the WCC construct a cement retaining wall to shore up the building's foundations in December 1916 and the club's financial records indicate that this work was likely completed the following year (Price et al. 2013: 10). Upon completion of this work, the WCC's address changed from C&O Canal to Water Street NW, reflecting the development beyond the canal of this portion of Georgetown's waterfront (Harris Hughes et al. 2021: 21, 22; Price et al. 2013: 9). Note that Washington, DC, records of this period describe the WCC as located within tax parcel 27/36

comprising one tenth of an acre owned by the B&O Railroad (Harris Hughes et al. 2021: 31; Price et al. 2013: 1, 8).

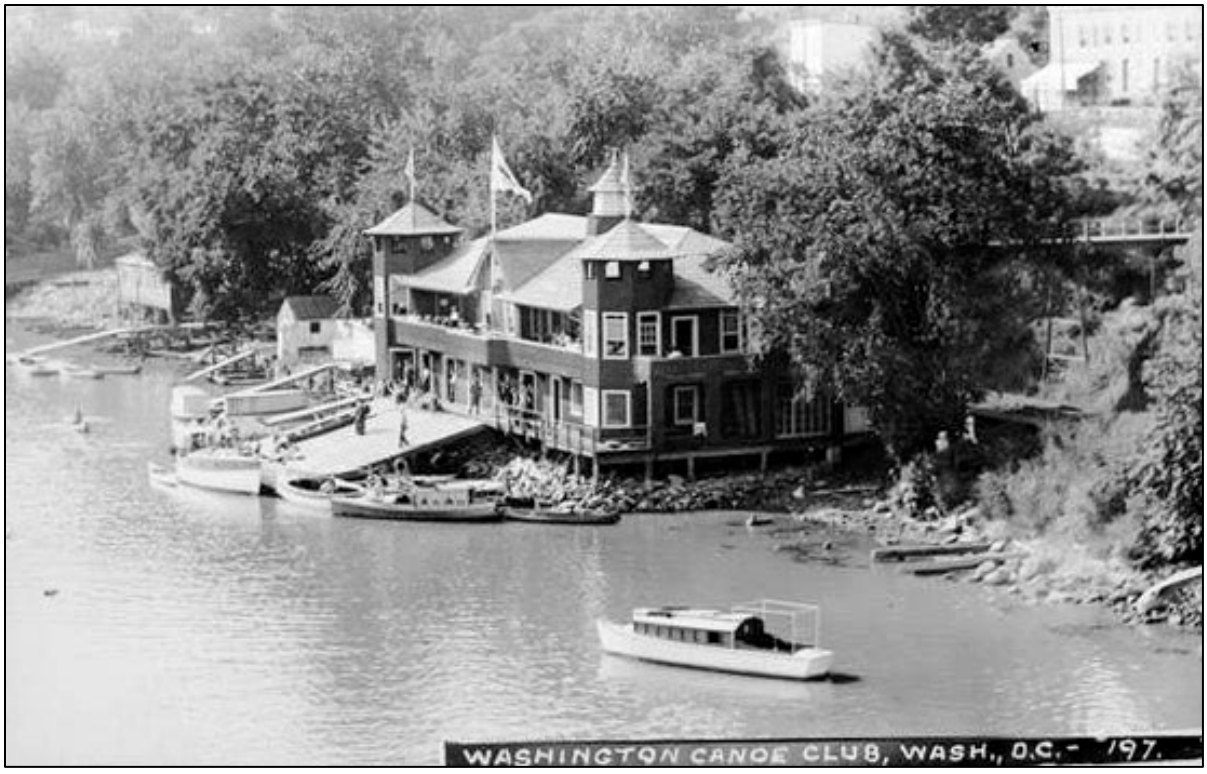


Figure 35: Photograph facing northwest of the WCC boathouse with riprap installed under the building's pilings. "Washington Canoe Club, Washington, D.C. - 197," Ca. 1913. Willard R. Ross Postcard Collection, DIG DC, DC Public Library (https://digdc.dclibrary.org, accessed 2023).

A colorized photograph of the WCC boathouse taken around 1910 after completion of the addition depicts the shingle siding as red with a wooden shingle roof of a dark gray tone, with white trim. The building is hoisted up by pilings and a number of one-story buildings stand immediately west of the boathouse (it is unknown if these were affiliated with the WCC). It is likely that the boathouse was painted a dark red until 1936 when it was first repainted a shade of green (Harris Hughes et al. 2021: 52). Following completion of the addition, the boathouse had one central, canted ramp leading to a floating dock along the boathouse's south elevation (Brown 2020: 20). The dock was likely suspended on empty whiskey barrels as part of the floatation system (Brown 2020: 46). During this period, it was typical for boathouses to remove their docks and ramps during the winter months to prevent damage from seasonal flooding and to reinstall them in the spring (Brown 2020: 94). An additional ramp leading to the water extends east of the

WCC and there were also multiple ramps west of the boathouse amongst the one-story buildings there (Harris Hughes et al. 2021: 20).

Immediately east of the WCC, Dempsey's boathouse also expanded during this same period. In 1913, Pat Dempsey added an addition that could house over 100 boats that was used by the National Capital Canoe Club (*Washington Post* June 29, 1913: S2). A contemporaneous newspaper article describes the work completed in 1913:

> *One of the features of the boathouse is the large veranda, which affords an excellent view of the Potomac. This was extended with the building of the new addition, and is about 75 feet long by 25 wide. Still another feature, a historical one, is the flag pole [sic], which adorned the roof of the Francis Scott Key mansion, and which was recently torn down. This pole is about 35 feet in length, and is affixed to the middle of the roof nearest the house. It is apparently in as good condition now as it was when it was first put on the old mansion of the writer of "The Star-Spangled Banner," many years ago (Washington Post June 29, 1913: S2).*

Earlier that year, the National Capital Canoe Club received permission from the War Department to build, "an open-pier wharf, protected at its upstream end by stone cribbing, at its boathouse, at 36th and K Streets NW, just west of the north abutment of the Aqueduct Bridge [the same location of Dempsey's boathouse]" (*Evening Star* March 8, 1913: 5). It is therefore likely that the work completed in 1913 on Dempsey's also included this wharf system in addition to the building expansion.

In 1914, two rows of oak pilings were arrayed in the river west of Dempsey's boathouse extending close to the eastern edge of the WCC boathouse in preparation of continuing the addition started the previous year (Harris Hughes et al. 2021: 22; Price et al. 2013: 11, 19; *Washington Post* May 3, 1914: R3). The expanded boathouse reportedly extended a total of 300 feet upriver (the addition accounted for 200 feet of the total length) with the capacity to accommodate up to 1,000 canoes (Brown 2020: 37; Harris Hughes et al. 2021: 12; Price et al. 2013: 11; *Washington Post* May 3, 1914: R3). Accounts of both WCC's and Dempsey's linear distance from the Aqueduct Bridge during this period are inconsistent and should be taken as imprecise estimates. The 2013 HABS documentation notes:

> *Historical accounts of the [WCC] boathouse's spatial relationship to the Aqueduct Bridge vary from 50 to 100 yards; similarly, Dempsey's planned addition of 200 feet is greater than 50 yards would allow. While the imprecision in descriptions exists, each locates the [WCC] boathouse adjacent to Dempsey's and in proximity to the bridge, and so convey a sense of the waterfront architecture. The actual distance [in 2013] from the east end of the [WCC] boathouse to the west side of the pier for the*

> *bridge is 99.20 yards, or just shy of the 100 yards later cited. This distance would have accommodated the planned addition to Dempsey's boathouse (Price et al. 2013: 11).*

Even before completion of the 1914 work, Dempsey's was the largest boathouse for canoes on the Potomac River and most of the boats stored there were privately owned with about twenty that could be rented for short periods (*Washington Post* June 29, 1913: S2). Dempsey's boathouse provided amenities for men and women, although the facility was likely limited to white clientele based on practices of similar boathouses of the period, however, further research is needed to ascertain this point. An account from this period stated: "Men of all classes keep their boats at Dempsey's. On the ground floor are placed the frail craft and every rack is filled. Upstairs there are locker rooms for both sexes, hot and cold showers, and two retiring rooms for ladies" (*Washington Post* June 29, 1913: S2). The National Capital Canoe Club offered an outing for paddlers in May of 1913 and the event was advertised in the *Washington Post*:

> *Plans are being perfected for the first outing of the season of the National Capital Canoe Club. The large number of enthusiasts who have signified their intention of enjoying the trip have far exceeded the expectations of the members. The start will be made from Dempsey's boathouse at 9:30 Sunday morning and the canoeists will paddle to Glen Echo. The club has extended an invitation to every canoeist on the river to participate (Washington Post May 23, 1913: 9).*

This outing demonstrates the popularity of recreational paddling on the Potomac by this time and the importance of Dempsey's, which stood within the present-day CLI boundary, as part of a boathouse node that developed around the Aqueduct Bridge in the early 20th century, located both within and immediately east of the CLI boundary. This is further illustrated by a 1914 *Washington Post* article discussing Dempsey's expansion that estimated there would be at least 1,500 canoes on the Potomac in the Washington, DC, area that summer (Price et al. 2013: 20; *Washington Post* May 3, 1914: R3).

EARLY COMPETITIONS, CONSTRUCTION OF THE KEY BRIDGE, AND FLOOD RESPONSE (1912- 1924)

In 1912, the WCC hired a custodian for the boathouse, Pembroke (possibly Pembrooke) G. "Pemmy" Smith. Smith was Black and of Cherokee ancestry and served as the club's custodian for 41 years. His duties included boat maintenance, cleaning the clubhouse, acting as night watchman, and guarding the club's property from looting during dangerous floods (Figure 36) (Brown 2020: 100; Price et al. 2013: 22). Note that WCC members would also stay at the boathouse during storms, "to work around the clock to save … [their] possessions and the clubhouse" (Washington Canoe Club 1954: 2). Smith worked at the WCC during a period when

he would not have been permitted membership due to his race, a fact underscored by the wording of his obituary, which noted that Smith was, "…as much a part of the club as one of its members" (*Evening Star* September 10, 1953: 61). The obituary continued to describe the extent to which Smith contributed to the running and maintenance of the boathouse:

> *Members were so used to Pemmy sitting in his chair by the door to greet them that they said, "Hello, Pemmy," even when he wasn't there… Pemmy never forgot he was caretaker and guardian of the club's 100 canoes [during floods on the river]… Contestants of the first President's Cup Regatta and many succeeding ones found Pemmy a friendly personality in a strange city (Evening Star September 10, 1953: 61).*

A 1913 chattel deed of trust the WCC entered into with J. Harry Carnes and Hugh B. Rowland made to pay a debt owed to Thomas H. Yeager included a full inventory of the contents of the boathouse at this time, as the WCC used the building and associated property as collateral (Price et al. 2013: 6). The HABS report enumerates the assets catalogued in the deed's exhibit:

> *91 folding chairs, 16 chairs (grill room), 7 tables (grill room), 15 chairs (board room), 1 table (4' x 8' board room), 1 small desk, 1 umbrella stand, 4 chairs (ladies room), 1 table (ladies room), 1 couch (ladies room), 1 dresser (ladies room), 1 setee [sic] (ladies room), 2 water coolers, 1 clock, 1 large mirror, 11 curtains with draperies, 1 pair portiers [sic], 1 heating plant, steam, 1 cook stove, 3 oil stoves, 1 wheel barrow, 1 clothes wringer, 2 American flags, 1 club flag, 9 runways to floats, 1 large float, 1 small float, 1 war canoe, 2 racing canoes, and 17 war canoe paddles (Price et al. 2013: 6).*

This list gives an indication to the number of people the boathouse accommodated for social gatherings and provisions for occupying the building year-round, as well as the scope of property that Smith was responsible for maintaining. In his history of the club, Brown notes that WCC's first war canoe, likely the one noted in the deed, was a wooden Peterborough canoe that required 15 paddlers (Brown 2020: 78). Newspaper accounts record that WCC members intended to buy a war canoe of the same model used by the Analostan Boat Club at a cost of $150 (*Washington Post* December 31, 1905: S3; *Washington Times* December 6, 1905: 8).

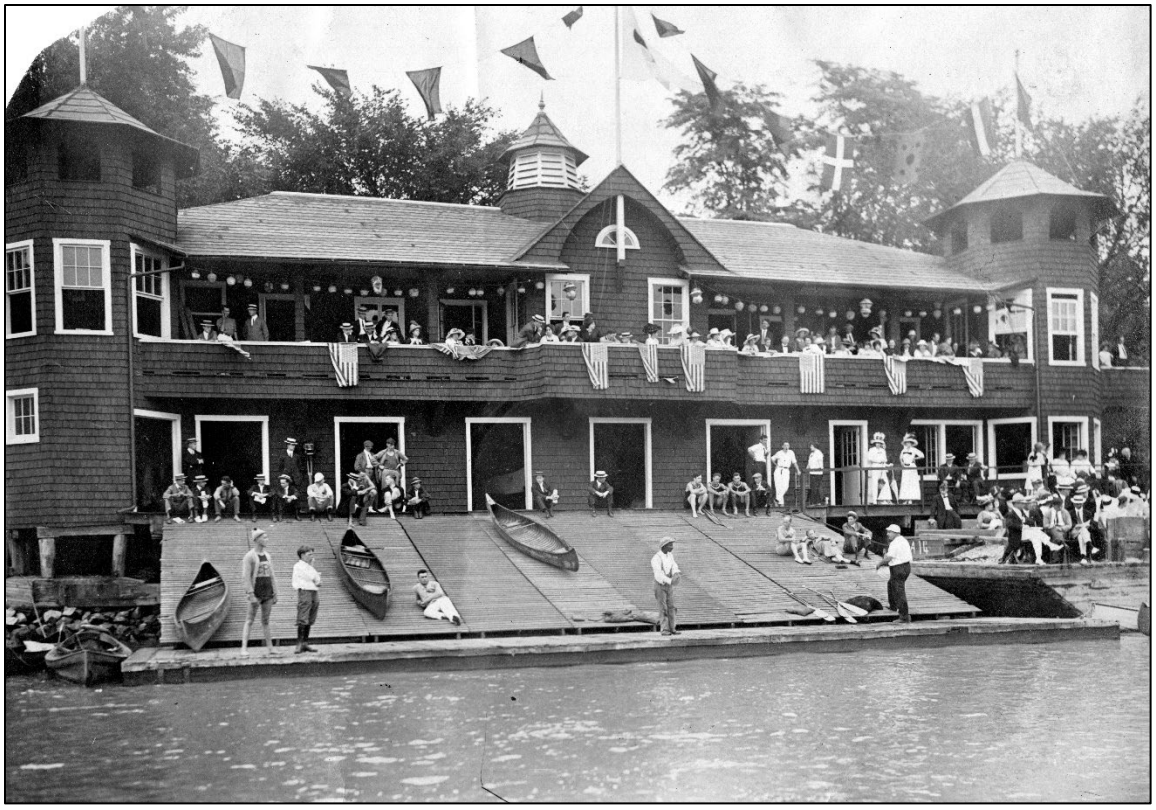


Figure 36: Photograph of a WCC holiday celebration or regatta. Boathouse custodian, Pemmy Smith, stands on the floating dock in the center of the image. Ca. 1925. Figure from: Brown "Images of America: Washington Canoe Club," 2020. Courtesy of the WCC and Christopher N. Brown.

The preferred racing craft during this period was an all-wood, plank-on-frame, Canadian-made canoe known as the "peanut." This differed from the more popular wood-and-canvas canoes of the early 1900s. The peanut could be paddled single or double blade and came in one, two, or four paddler versions, with the four-paddler version being slightly larger than the one and two (Brown 2020: 52).

In 1915, the WCC formed the Southern Division of the American Canoe Association along with the PBC, Analostan Club, and the Maryland Swimming Club (Baltimore), in order to enter national and international competitions (Harris Hughes et al. 2021: 15; Price et al. 2013: 23). The WCC hosted the meeting planning the new division of the association at their boathouse and the proceedings were overseen by William A. Rogers in his capacity as WCC Commodore (Price et al. 2013: 23; *Washington Post* June 20, 1915: SP3). There were 50 attendees at the meeting representing clubs from Washington, DC, Maryland, and Virginia. At the meeting, Commodore C. A. Spaulding of the American Canoe Association gave a presentation explaining the benefits of

membership (*Washington Post* June 20, 1915: 15). The clubs in attendance had to work together to meet the required number of members to become a new division:

> *One hundred members must be gained in this section to form a Southern division, and it was decided last night to "get out and rustle up" enough canoeists to form the branch. Baltimore is expected to lend its aid, and, with the full support of the Washington canoe-loving public, it is believed little difficulty will be encountered (Washington Post June 20, 1915: SP3).*

Following the formation of the Southern Division of the American Canoe Association, the WCC entered the annual championship of the National Canoe Association sending four members: "Messrs. Rogers, Burch, Rutherford, and Wagner, were named as the squad that will fly the colors of the local organization in its first attempt in an event of such vast importance" (*Washington Post* August 4, 1915: 8). Clearly, 1915 was a watershed year for the club in terms of entering the arena of national competitions.

The WCC also stayed avidly involved in local competitions. In 1916, the WCC won the Washington, DC, area's Interclub Canoe Association's 14th annual regatta held upriver off Sycamore Island (Harris Hughes et al. 2021: 15; Price et al. 2013: 23; *Washington Post* May 31, 1916: 12). An interclub event held later during the summer of 1916 that was attended by "[a]ll the clubs on the river" used the stretch of the Potomac between Dempsey's and the Three Sisters Islands as its racecourse (*Washington Post* July 2, 1916: S2). The popularity of canoeing on the Potomac at this time was noted by the local press:

> *Canoeing has advanced rapidly on the river during the last few years, but this appears to be a banner one for the frail craft. It is estimated that between 150 and 200 more canoes are on the river this year than last. Dempsey's boathouse, the largest in this section, is filled to capacity, and other establishments are doing thriving business (Washington Post July 2, 1916: S2).*

During this same period, the WCC initiated its first swimming contest, which became an annual event for the club. In June 1915, swimmers from Washington and Baltimore competed in a number of swimming events in the Potomac River with the WCC boathouse serving as the finish line. Competitors were limited to men and high school aged boys and charged 50 cents per event (*Washington Post* June 13, 1915: 16). The following year, a contest for water rescue and life-saving drills was held by the Independent and Aqueduct Bridge life-saving corps. Men, women, and boys competed in the event, which was held at Dempsey's boathouse. WCC Commodore William A. Rogers participated as a race official (*Washington Post* June 23, 1916: 9). The club began to publish

a monthly newsletter in 1916, entitled *The Log*, to keep members apprised of these and other events and competition that the WCC participated in (Brown 2020: 105).

In 1916, Congress approved the replacement of the Aqueduct Bridge with a new bridge connecting the Virginia shore to Georgetown, due to structural deficiencies in the aqueduct. On May 20, 1916, President Woodrow Wilson signed a bill that allocated one million dollars for the replacement of the bridge (Elder and Weldon 2018: 83; Fishback 1917: 314). The finished concrete-ribbed, seven-arched structure, dubbed the Francis Scott Key Bridge (Key Bridge) cost more than twice that amount to construct and measured 1,450 feet in length and 70 feet in width, including 8-foot sidewalks along either edge (Caemmerer 1953: 209; Emery 1938: 57; Talman 1920: 45). The Key Bridge was designed by architect Nathan C. Wyeth with construction, which commenced in 1917, overseen by USACE Major Max C. Tyler (Caemmerer 1953: 209; Callcott 1996: 8-2; Fishback 1917: 314). The bridge, located east of the WCC CLI boundary, opened to the public on January 17, 1923, and jurisdiction of the Key Bridge passed from the War Department to the DC Commissioners on November 15, 1924 (Figure 37) (Callcott 1996: 8-3; Fishback 1926: 57). The Aqueduct Bridge remained in use until the Key Bridge opened to the public but would not be removed until the following decade (Callcott 1996: 8-3). Refer to sections below for details on demolition of the superstructure and piers.



Figure 37: Photograph looking north across the Aqueduct Bridge (left) and the Key Bridge, which is under construction (right) towards the WCC cultural landscape. The boathouse row consisting of the WCC, Dempsey's, and the PBC is visible in the background (left side of image). 1922. DC Public Library, The People's Archive, Washington Canoe Club Collection.

During this period, between 1919 and 1922, the Commissioners of the District of Columbia had a concrete retaining wall built adjacent to Canal Road NW. The wall spanned from the Aqueduct Bridge to Foundry branch and supported both the road and the canal prism (Christianson et al. 2021: 8). A stone portion of the wall dates to an earlier period and demonstrates two phases of construction. A small section of this stone masonry wall, possibly related to an 1856 mule bridge near 37th Street NW, was constructed of random rubble (Ebersole and Boyle 2023: personal communication). The second, likely later portion of the wall was made of coursed ashlar stone masonry. The concrete retaining wall within the CLI boundary was modified with the addition of a canted wing wall at the entrance between Canal Road NW and the canal's towpath at some

point between 1939 and the late 1940s. Note that this point of egress is extant today, but not open to the public. A number of photographs kept in the park's digital archives illustrate the wall's progression within the WCC CLI boundary (Figure 38, Figure 39, Figure 40, Figure 41, Figure 42, Figure 43).

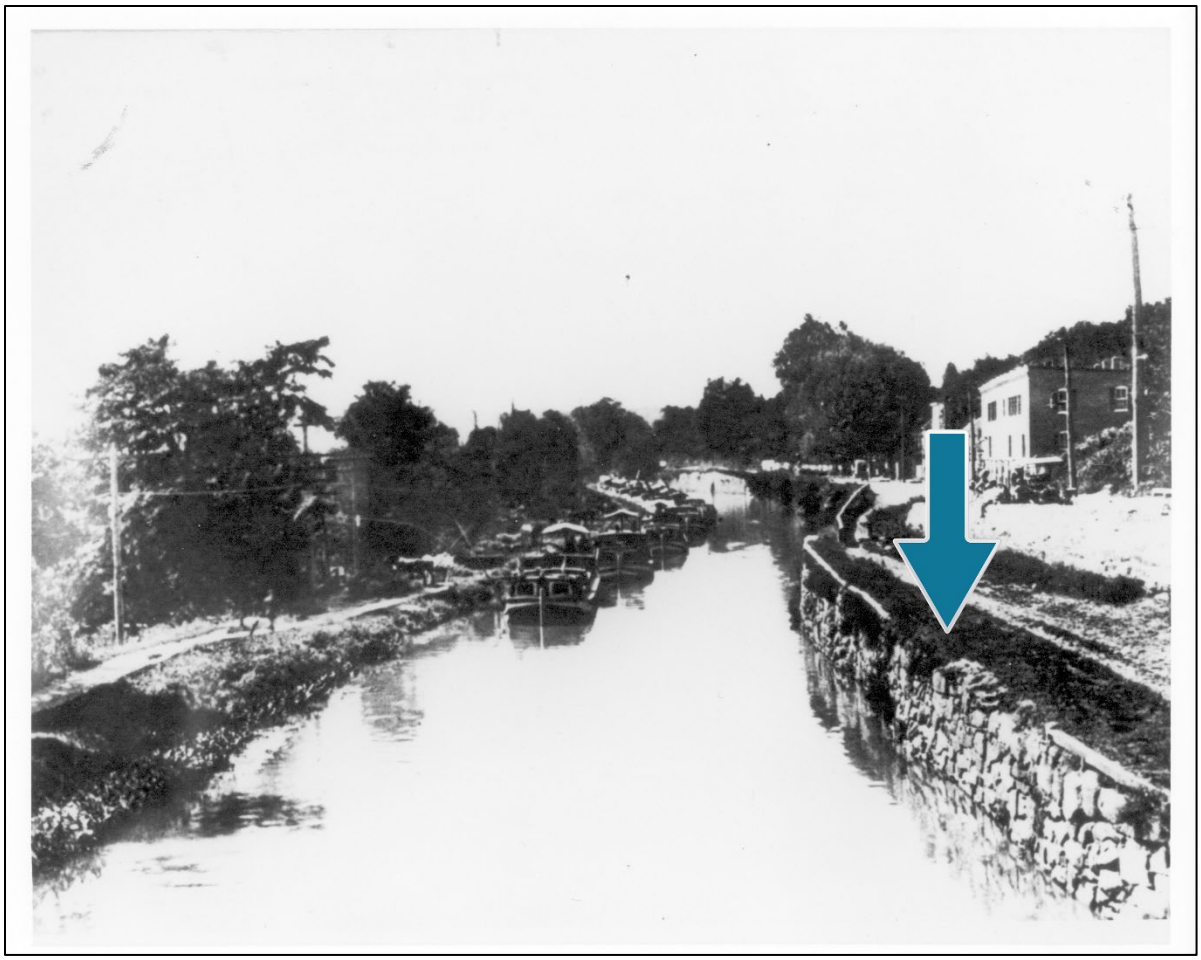


Figure 38: Photograph of the C&O Canal taken west of the Aqueduct Bridge within the present-day WCC CLI boundary, facing west. The blue arrow points to a random rubble wall adjacent to Canal Road NW. "100-1.0-1," ca. 1900-1910. CHOH Digital Archives.



Figure 39: Photograph of the C&O Canal taken west of the Aqueduct Bridge within the present-day WCC CLI boundary, facing east. The blue arrow points to a coursed ashlar stone masonry wall adjacent to Canal Road NW. "114-1.0-1," ca. 1900-1910. CHOH Digital Archives.



Figure 40: Photograph of the C&O Canal taken west of the Aqueduct Bridge within the present-day WCC CLI boundary, facing east (the Capital Traction Company Union Station/Georgetown Car Barn is visible in the background). The blue arrow points to a random rubble wall and the pink arrow points to a coursed ashlar stone masonry wall, both adjacent to Canal Road NW. "Hicks-99," ca. 1917-1920. CHOH Digital Archives.

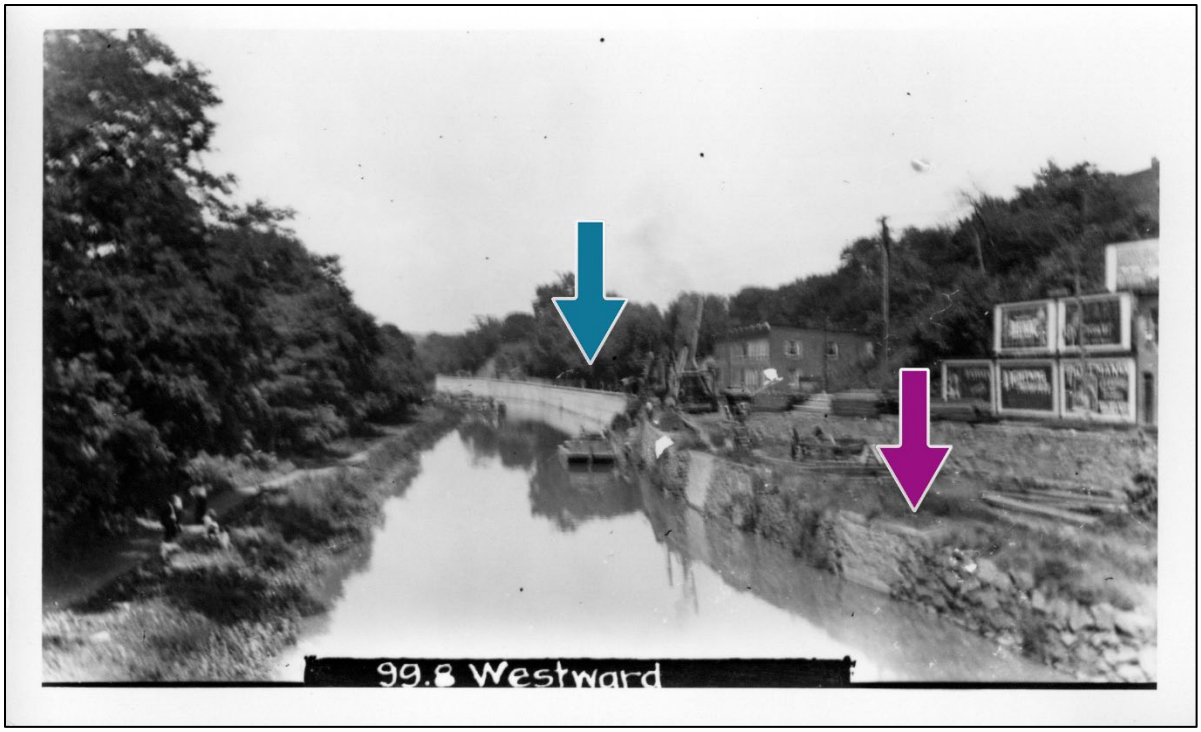


Figure 41: Photograph of the C&O Canal taken west of the Aqueduct Bridge within the present-day WCC CLI boundary, facing west. The blue arrow points to a concrete retaining wall and the pink arrow points to a stone masonry wall, both adjacent to Canal Road NW. "Hicks-100," ca. 1920-1922. CHOH Digital Archives.



Figure 42: Photograph of the C&O Canal taken west of the Aqueduct Bridge within the present-day WCC CLI boundary, facing west. The blue arrow points to a concrete retaining wall and the pink arrow points to a stone masonry wall, both adjacent to Canal Road NW. "137-1.2-1," ca. 1930-1939. CHOH Digital Archives.



Figure 43: Detail of a photograph of the C&O Canal taken west of the Aqueduct Bridge partially within the present-day WCC CLI boundary, facing west. Note that the Whitehurst Freeway onramp is under construction. The blue arrow points to the concrete retaining wall adjacent to Canal Road NW. This photograph shows that the concrete wall was modified at some point between 1939 and the late 1940s, with the addition of a canted wing wall at the entrance between the towpath and Canal Road NW. "111.2-0.99-1," ca. 1947-1949 CHOH Digital Archives.

As early as 1911, WCC members were concerned about the potential for the Potomac River's periodic flooding and winter ice packs to damage the club house and members anticipated placing a concrete or stone seawall above (to the west) of the boathouse (Price et al. 2013: 25; *Washington Post* January 8, 1911, Page S7). William B. Whipple, in his capacity treasurer of the WCC, commented to the *Washington Post*:

> *In my opinion, no further danger from this thaw can possibly follow unless the ice above the Great Falls breaks suddenly and rushes down the unobstructed channel in a mass. However, I think such a prospect unlikely, as the ice is thin… When the ice pack first began to move members of our club felt some concern for the safety of our boathouse. A heavy rush of ice might readily carry away the outer piers. It is for such*

> *trouble that the club has arranged to have built a heavy wall of cement or stone above the house… (Washington Post January 8, 1911, Page S7)*

It is probable, although uncertain, that the wall described by Whipple is related to the permit that the WCC applied for around 1909 to have riprap installed above the boathouse, as described in the preceding section (Harris Hughes et al. 2021: 21; Price et al. 2013: 10). Both these measures were meant to protect the boathouse and its foundations from the dynamic forces of the river.

In February 1918, an ice dam formed as a result of the river thawing and the water crested at 13.8 feet above normal levels in the Georgetown area, demonstrating the prescience of the WCC's fears in 1911 (Figure 44) (NOAA 2023). This was the highest recorded level since 1889 when the water was just above 19 feet (*Washington Post* February 15, 1918: 1). Ice backed up along the Potomac River between 14th Street and Chain Bridge, causing extensive damage to the boathouses along the Georgetown waterfront, including the WCC (Brown 2020: 36-37; Harris Hughes et al. 2021: 22). The ice first broke on February 13th and the waters did not begin to recede until February 16th (*Washington Post* February 14, 1918: 1; *Washington Post* February 16, 1918: 2). The thaw caused water levels to rise and ice gorges to form in the river, which increased the water's velocity to speeds of up to 20 miles per hour (*Washington Post* February 15, 1918: 1). The C&O Canal was run by the Inland Waterways Commission during this flood, which oversaw railroads and domestic shipping during World War I (Elder and Weldon 2018: 81; Unrau 2007: 498). There were fears that the Aqueduct Bridge might collapse from the force of the water hitting its piers and the bridge was closed to all traffic on February 15th while the USACE used dynamite in an effort to break up the ice jams (*Washington Post* February 14, 1918: 1; *Washington Post* February 15, 1918: 1). The *Washington Post* reported on flood conditions within the CLI boundary:

> *The water last night had risen until the [B&O] railroad tracks along Water street [sic] just above Aqueduct bridge were covered. Freight cars on the tracks had to be moved to prevent them from being isolated... Canoes and racing shells stored for the winter along the water front [sic] boathouses near the bridge were removed and placed in safe spots above the bridge and along the canal. Some of the canoes in the boathouses, however, were floating around in six feet of water in the street (Washington Post February 15, 1918: 1).*

The ice reached to nearly the second floor of the WCC boathouse and canoes stored in the boathouse during the event were lost or damaged (Brown 2020: 37; Harris Hughes et al. 2021: 22). There were some attempts early during the flooding to retrieve crafts from the boathouses:

> *Hundreds of small craft were moved from the danger zone yesterday, but last night police and the military guards would not permit persons to go into the boathouses or near the water's edge. Those that were not removed have either been smashed by the ice or carried downstream and sunk (Washington Post February 15, 1918: 1).*

Dempsey's, still holding an estimated 2,000 canoes, was crushed by ice that then swept away its pier (*Washington Post* February 14, 1918: 1). Two men were at Dempsey's boathouse when the ice first broke while attempting to retrieve a canoe and were forced onto the ice until, "[r]opes were thrown to them from the shore, and they were finally rescued after being thrown into the icy waters by the gyrations of the cake of ice on which they had taken refuge" (*Washington Post* February 15, 1918: 1).

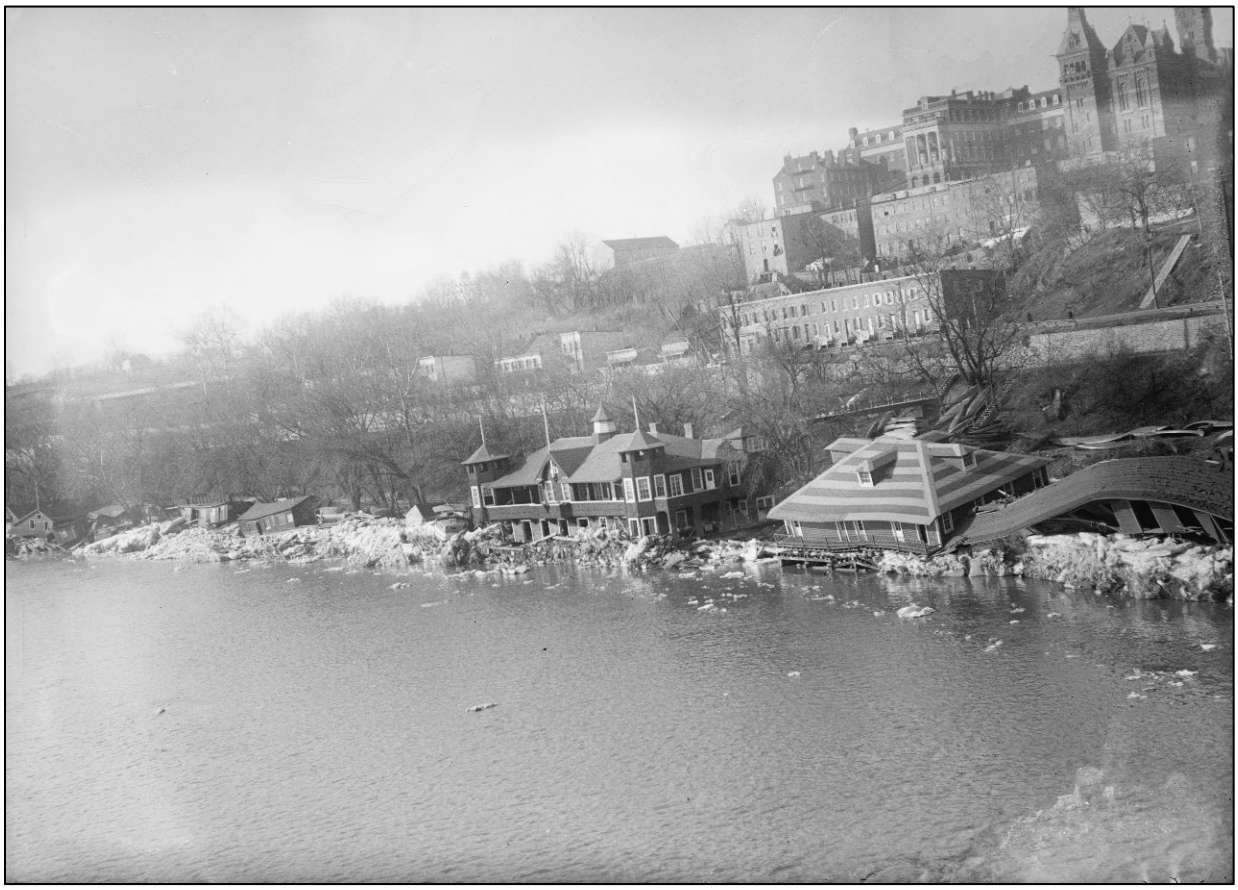


Figure 44: Photograph facing northwest of the boathouse row following the 1918 flood. The WCC boathouse is in the center of the image and Dempsey's is on the right. "Potomac flood & ice, Georgetown, D.C.," 1918. Library of Congress (https://lccn.loc.gov, accessed 2022).

A newspaper account summarizes the damage sustained by the boathouses along the Georgetown waterfront:

> *Dempsey's boathouse, the Washington Canoe Club, and Moore's boathouse, all above the Aqueduct bridge, have practically been demolished by the vast masses of ice and rushing water… The Analostan boathouse [located near the present-day location of the Kennedy Center], situated on a point projecting far out into the onrushing Potomac, was flooded, and at midnight was ready to be taken from its moorings and thrown against the Highway bridge (Washington Post February 15, 1918: 1).*

Note that the precise location of Moore's boathouse is unknown and additional research is needed to ascertain its proximity to the WCC boathouse. The damage to the WCC and Dempsey's boathouses was indeed extensive. The WCC sustained approximately $25,000 in damages (Brown 2020: 36-37; Harris Hughes et al. 2021: 22; Price et al. 2013: 25; *Washington Post* February 16, 1918: 2). The other boathouses did not fare any better. Dempsey's damages were estimated to be as high as $35,000 and the PBC's around $8,000 (*Washington Post* February 16, 1918: 2; *Washington Post* February 18, 1918: 2). Following the cessation of the flooding, the ice cakes around the boathouses had to be removed, which took another two or three days to accomplish (*Washington Post* February 16, 1918: 2). An estimated 30,000 spectators crowded the Aqueduct Bridge and nearby shoreline to view the destruction, while paddlers came to retrieve their canoes from the wreckage (*Washington Post* February 18, 1918: 2).

Another major flood followed in 1924, but during this event the WCC had securely tied down their canoes to minimize the damage. The water inundated the WCC, Dempsey's, and PBC boathouses, but the damage was relatively minor as the substantial flooding occurred upriver near the Three Sisters Islands (Price et al. 2013: 26; *Washington Post* April 1, 1924: 5). While the impacts to the Georgetown area boathouses were relatively minor, the flood damaged the C&O Canal from Cumberland to the tidewater and the canal was subsequently closed to commercial navigation and never reopened. Only those sections of the canal used to maintain water leases, primarily for the Georgetown mills, were repaired and kept watered (Elder and Weldon 2018: 82, 84). Pleasure cruises on packet boats had continued to this point, however, these excursions stopped following the 1924 flood (Elder and Weldon 2018: 85).

EASTERN ADDITION AND OLYMPICS DEMONSTRATION (1918-1938)

Both the WCC and Dempsey's rebuilt their boathouses following the flood of February 1918. In May 1920, likely as part of the rebuilding campaign, the WCC received a Washington, DC, building permit to add a three-bay addition extending east that included a women's locker room

on the second floor and additional canoe storage on the first (Harris Hughes et al. 2021: 5, 23). The addition was completed by 1922 (Harris Hughes et al. 2021: 5; Price et al. 2013: 11). The women's locker room only covered the northernmost portion of the building's footprint and the remaining area of the addition was used as a roof deck (Figure 45) (Harris Hughes et al. 2021: 23, 79). By around 1920, white women were sponsored in paddling, swimming, and diving competitions by the WCC, but were not permitted full membership to the club until the 1960s (Brown 2020: 8, 105; Harris Hughes et al. 2021: 16). It is possible that riprap was installed around the building's pilings as part of this work (Harris Hughes et al. 2021: 33). The ladies' room that predated the circa 1920 addition was used primarily by the wives and children of club members and remained in use after the addition of the women's locker room, which was dedicated for use by female athletes (Harris Hughes et al. 2021: 23). There is a deed recorded in July 1922 that shows the WCC received $5,000 from Hugh B. Rowland and Reginald Rutherford using the boathouse as collateral to pay a debt to W.J. Waller to be paid in installments over the next five years (Price et al. 2013: 6). It is likely that this transaction was how the WCC paid for the eastern addition.

Dempsey's was also rebuilt by 1922, with the one-story building replaced by a two-story boathouse flanked by a single-story boat shed and building that abutted the WCC's eastern addition, replete with multiple ramps to the water (Brown 2020: 41; Harris Hughes et al. 2021: 12, 13). By 1925, a long shed for boat storage was built west of the WCC boathouse as well, likely for use by Warner's Canoe House for boat storage (Harris Hughes et al. 2021: 13). However, it is also possible that the extra storage was used by the WCC (Figure 46) (Brown 2020: 44). Although the city's 1920 zoning ordinance still classified the Georgetown waterfront as industrial, it is clear that a robust boathouse row had established itself around the Aqueduct Bridge and the site of the Key Bridge by this time (Elder and Weldon 2018: 83-84).

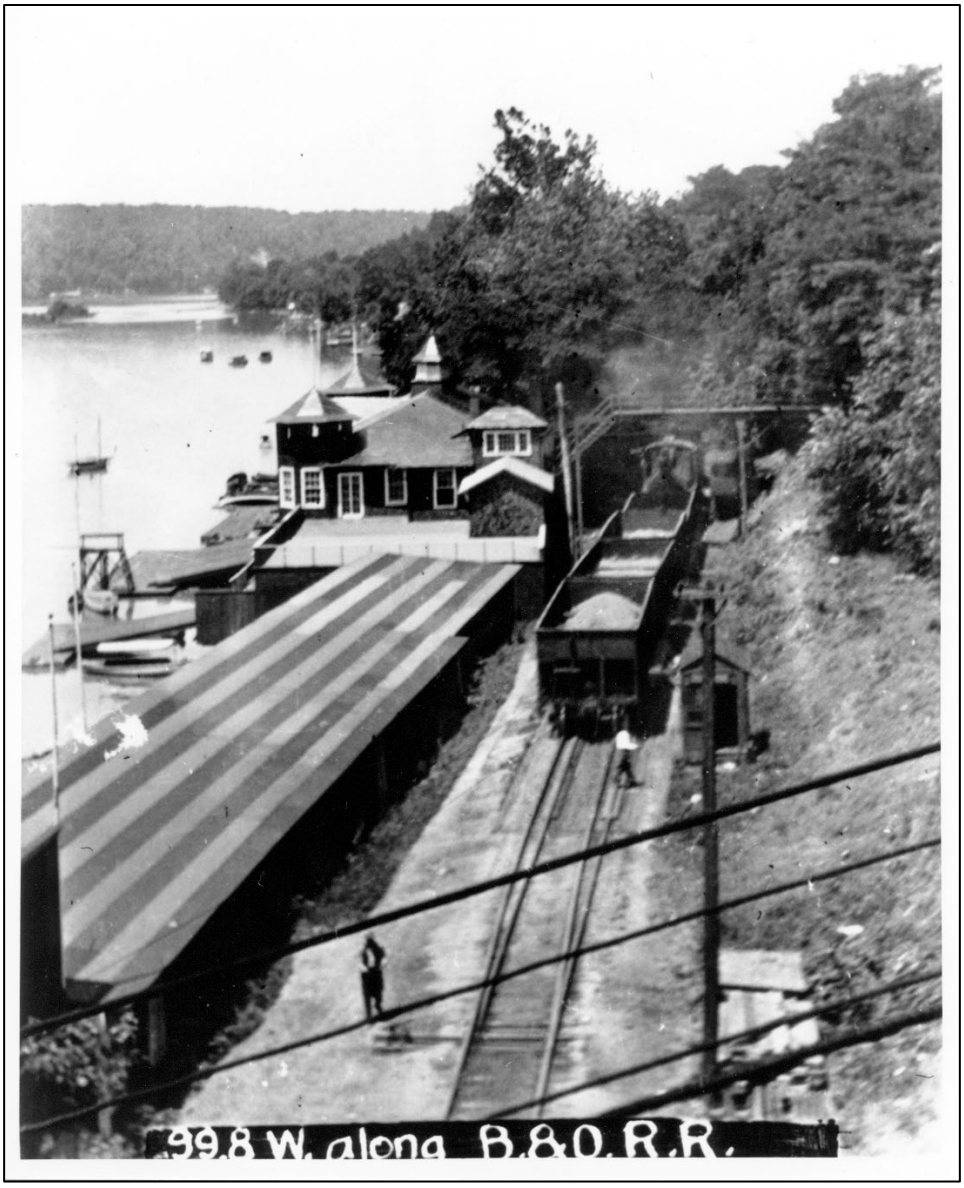


Figure 45: Photograph of the WCC boathouse's eastern addition, including the women's locker room and roof deck, facing west. The photograph also shows the roof of Dempsey's boat shed, the Georgetown Branch (including an associated outbuilding), and the steel bridge connecting the WCC to the C&O Canal towpath. "Hicks-101," ca. 1920. CHOH Digital Archives.

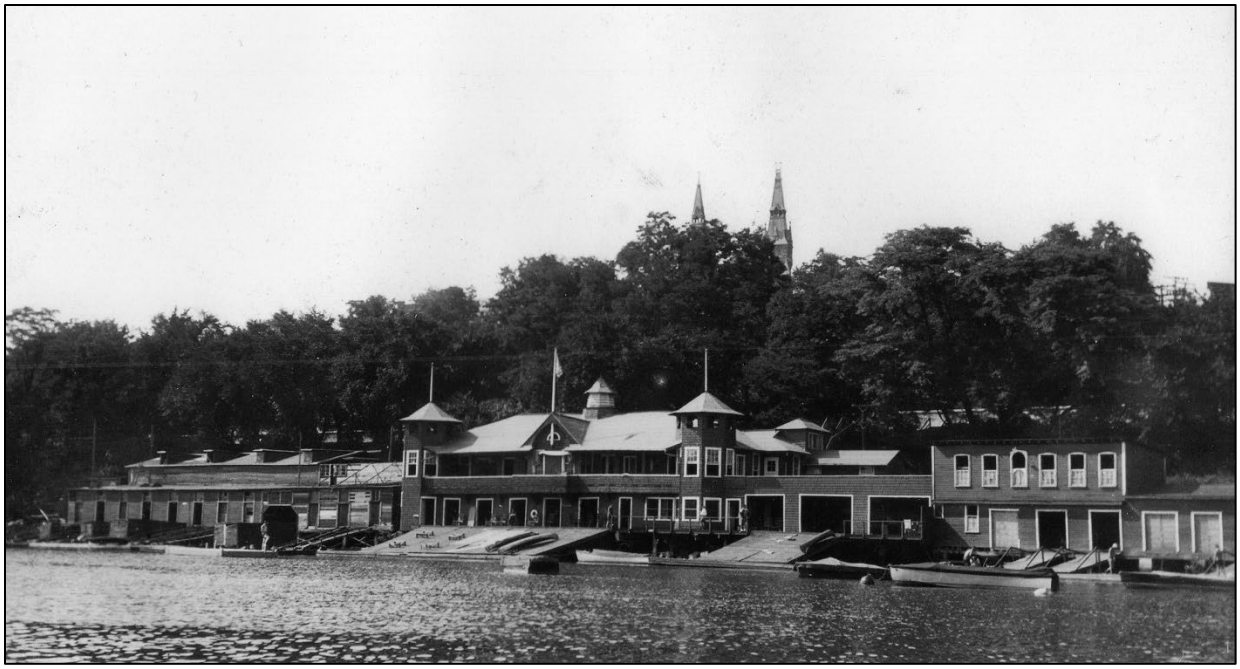


Figure 46: Photograph facing north of the boathouse row with the storage shed west of the WCC boathouse (center of the image). Dempsey's sheds abut the WCC eastern bay (right-side of image). Ca. 1925. Figure from: Brown "Images of America: Washington Canoe Club," 2020. Courtesy of the WCC and Christopher N. Brown.

By 1920, multiple members of the WCC held national titles in paddling competitions, namely Harry T. Knight, Jr., Karl M. Knight, James Burch, Reginald Rutherford, Charles Wagner, and Fred Bammon, and there was interest by this time in forming an Olympic team (Harris Hughes et al. 2021: 15, 16; Price et al. 2013: 23; *Washington Post* January 8, 1920: 9). During the first half of the 20th century, Olympic teams were made up of clubs that won national races, which differs from the current practice of assembling individuals brought together specifically to form a team for the Olympics (Bird 1991: 8-4; Harris Hughes et al. 2021: 16). A newspaper article of the period speculates: "Even if it is decided to have the various clubs of the United States compete for the honor [of attending the Olympics], it would be difficult for the Washington Canoe Club men to lose as they far outclassed all other canoists [*sic*] encountered [in national competition]…" (*Washington Post* January 8, 1920: 9).

In 1923, the International Canoeing Federation formed to set uniform regulations for classes of boats and coordinate dates for regattas. This federation also set standard classes of boats for completion: single, double, and four-person kayaks (K-1, K-2, and K-4) and single and double Canadian canoes (C-1 and C-4) (Bird 1991: 8-4; Harris Hughes et al. 2021: 16). This

standardization helped pave the way for inclusion of the sport in the Olympics. The American and Canadian Canoe Associations, with support from the WCC, successfully petitioned to include flatwater canoeing as a demonstration sport during the 1924 Olympics (Bird 1991: 8-3, 8-4; Brown 2020: 8, 49; Harris Hughes et al. 2021: 16; Price et al. 2013: 23). The eight person US team included WCC members J.F. "Hank" Larcombe, Karl M. Knight, Charles W. "Bud" Havens, and Harry T. Knight, Jr., who was in charge of their training schedule (Figure 47) (Brown 2020: 56; Price et al. 2013: 23; Washington Canoe Club 1954: 1; *Washington Post* March 23, 1924: S1; *Washington Post* April 6, 1924: S1). The WCC had to compete in a national competition to secure the honor of representing the US in Paris and the club fundraised to pay to send its participants abroad (Bird 1991: 8-4; Povich April 20, 1924: S2; Price et al. 2013: 23; *Washington Post* March 23, 1924: S1; *Washington Post* April 6, 1924: S1; *Washington Post* April 13, 1924: S3). Teams from Canada, Great Britain, Switzerland, Sweden, Norway, and Finland also competed (Price et al. 2013: 23; *Washington Post* March 23, 1924: S1). The Canadian paddlers won all the single-blade events at the demonstration and the WCC contingent won all the double-blade races bringing home three gold, one silver, and two bronze medals (Bird 1991: 8-4; Brown 2020: 56). The US Olympic Association's 1924 yearbook recorded the WCC's participation in Paris, stating:

> *. . .[T]he Washington Canoe Club, which has always been interested in, and has bent every effort to foster canoe racing entered most enthusiastically in the proposition, and saw nothing better for its men than to send its best crew to Paris, which along with the eight men that the American Canoe Association planned to send would give America a good representation. The Board of Commissioners of the District of Columbia sanctioned our entry as the official representatives of the City of Washington. . . The Washington Canoe Club, competing under the colors of the United States, won every double-blade event and scored second to the Canadians in the four single blade, the Canadians winning by a very small margin. . . (quoted in Bird 1991: 8-4).*

To welcome their athletes back from Paris, the WCC prepared a horse drawn float to bring them from Union Station back to the boathouse (Brown 2020: 101).

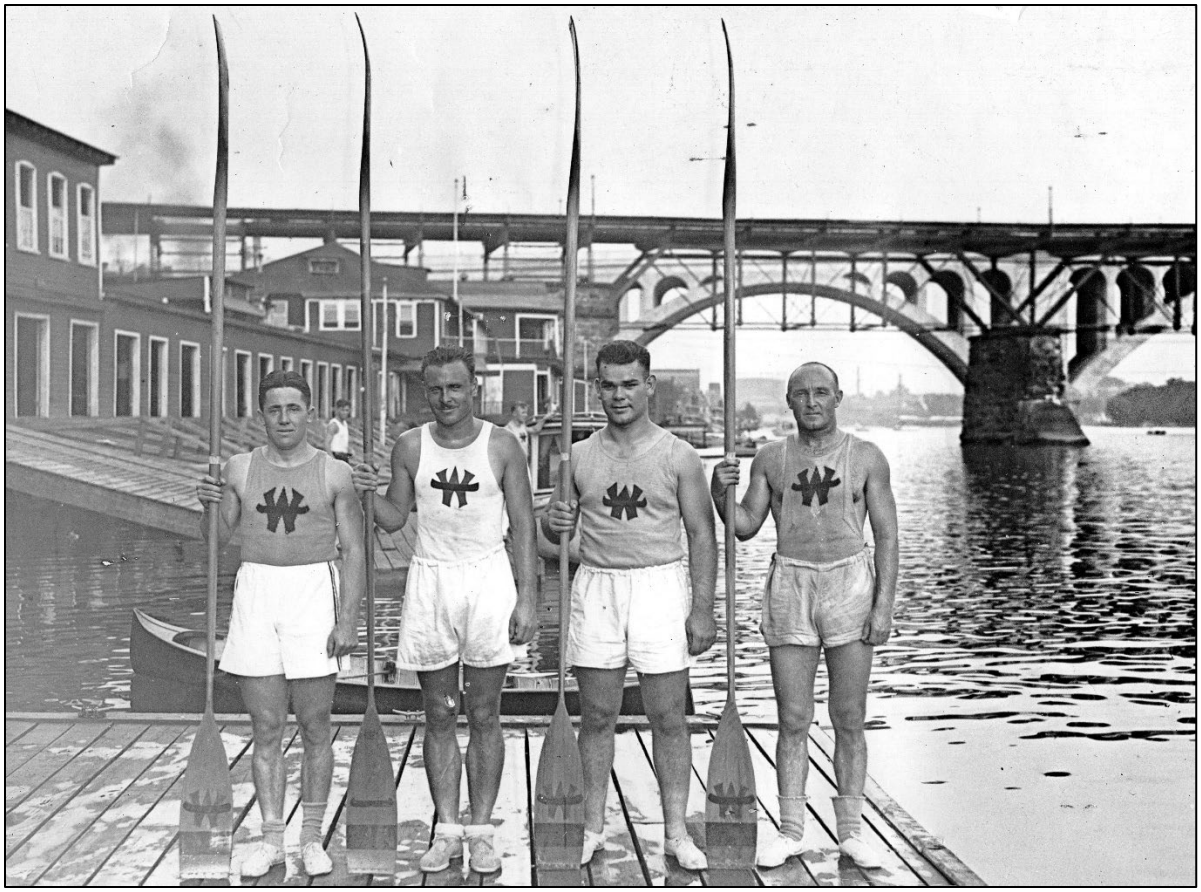


Figure 47: Photograph of the WCC paddlers that competed at the 1924 Paris Olympics demonstration. From left to right: J.F. "Hank" Larcombe, Karl M. Knight, Charles "Bud" Havens, and Harry T. Knight, Jr. Ca. 1924. Figure from: Brown "Images of America: Washington Canoe Club," 2020. Courtesy of the WCC and Christopher N. Brown.

The WCC continued to win regional championships and other major races during this period, as well (Figure 48). At the 1924 American Canoe Association regatta for the Delaware-Chesapeake division, the WCC won ten of 14 events, leading for the *Washington Post* to say this of their performance, "[t]his organization is one of the best of its kind in the United States and it proved to those who saw its representatives practically sweep the card that its reputation is a well deserved one" (*Washington Post* September 2, 1924: S4). The following year, the club won the Arundel Boat Club's annual regatta held in Maryland's Patapsco River. The PBC came in second at this race and a newspaper article reporting on the event claimed that it was, "their debut as canoeists in open competition…" (*Baltimore Sun* August 16, 1925: SF4). In 1926, the WCC had a particularly successful season and were ably challenged by the PBC:

> *The two leading boat clubs of Washington, Potomac and Washington Canoe, enjoyed one of their most successful seasons. This was particularly true of the last mentioned club, which won every important regatta in the east during the summer… Starting in June with its own open regatta, held on the Potomac, the Washington Canoe club [sic] swept everything before it in its victorious march. In its open regatta the local canoemen won with ease over such clubs as Potomac, Pendleton, of New Jersey, and the Philadelphia Canoe club… On July 4 the Washington clubmen captured all four events in the Peoples' regatta in Philadelphia. The Potomac Boat club [sic] was second in this event, in which leading clubs of the east competed… On August 27 the Washington Canoe and Potomac boat clubs stage a hot battle for the championship in the Middle States Canoe Racing association's regatta at Belmar, N.J. Washington Finally won out by one point after a struggle with Potomac and some of the best paddlers in the East… Washington canoeist also won the regatta conducted in conjunction with the sesquicentennial and the National Rowing association. Potomac was again second, but this time the margin between the two local clubs was greater (Washington Post December 31, 1926: 15).*

Beginning in the 1920s and through the 1930s, sailing canoes were popular with WCC members both for recreational use and in for competition. Some canoes were sold already equipped for a sail, but others were modified by members. Sailing canoes could be used for daylong and multi-day trips to the tidewater, as paddlers could rely on the wind to help them cover long distances (Brown 2020: 57).



Figure 48: Photograph from one of the WCC's Bar Club Regattas, which featured unusual competitions, such as this stand-up race. Ca. 1922. Figure from: Brown "Images of America: Washington Canoe Club," 2020. Courtesy of the WCC and Christopher N. Brown.

The club also engaged in other sports in the 1920s, particularly in the canoeing off season. In February 1921, the WCC drafted athletes from George Washington University to compete in a track and field event held annually at Johns Hopkins (*Evening Star* February 25, 1921: 25). In November of that same year, the WCC played the PBC in an annual football match where they competed for a silver cup (*Washington Post* October 31, 1921: 11). Members of the WCC also participated in wrestling, bowling, and basketball events at least into the early 1930s (*Baltimore Sun* December 23, 1923: 12; *Baltimore Sun* February 21, 1926: 15; *Evening Star* March 24, 1926: 25; *Evening Star* June 25, 1933: 43).

Swimming remained an important athletic endeavor for WCC members. The WCC petitioned President Calvin Coolidge's administration in 1925 to sponsor their three-mile swimming race in the Potomac River between the Chain Bridge and the Potomac Aqueduct/Key Bridge as part of

the President's Cup races, which consisted of on-river competitions in a number of disciplines (Brown 2020: 8, 112; Washington Canoe Club 1954: 2). WCC began this annual swim in 1911, held in August during the river's low-water period (Brown 2020: 8, 112). The inclusion of the event in the President's Cup elevated the visibility of this swimming competition:

> *Washington becomes a national swimming center over night by the announcement that President Coolidge has agreed to sponsor the 3-mile race down the Potomac, which has been conducted for so many years by the Washington Canoe club [sic]… "The President's Race" for the "The President's Cup" cannot help but attract entries of distance swimmers from all over the country… By obtaining the indorsement [sic] of the President for its efforts the Washington Canoe club [sic] has, of course, established the success of its river swim for all time to come (Washington Post May 22, 1925: 15).*

The following year, a second President's Cup was introduced for powerboats, augmented in subsequent years with canoeing, rowing, and sailing events. William A. Rogers of the WCC was on the inaugural committee for this race (*Washington Post* April 18, 1926: 21). The swimming event, with a modified course, changed in 1930 to consist of a three-mile triangle in less turbulent downriver waters, merged with the regatta in the 1930s to form the President's Cup Regatta (Brown 2020: 112-113). By 1938, women were paddling in the event and that year the team included WCC-affiliated athletes Mary Birch, Margie and Betty Burch, and Mrs. James Burch (first name unknown), who was the wife of a former WCC Commodore (Brown 2020: 58). The President's Cup continued for nearly 50 years as an annual regatta and remained a popular event drawing crowds during that time (Brown 2020: 8, 112).

DISMANTLING THE AQUEDUCT BRIDGE AND ENTERTAINMENT ON THE RIVER (1933-1935)

The iron superstructure and upper portion of the stone piers of the Aqueduct Bridge were dismantled between 1933 and 1934, even though its piers below the water line remained in situ until 1962, as the bridge was completely obsolete following completion of the Key Bridge as discussed above (Figure 49, Figure 50, Figure 51) (Brown 2020: 41; Elder and Weldon 2018: 83). The Civil Works Administration (CWA), established early on by President Franklin D. Roosevelt under the Federal Emergency Relief Administration (FERA) during the Great Depression, provided 200 laborers to raze this part of the aqueduct (*Washington Post* December 30, 1933: 4). The condition of the remaining abutment and piers was recorded in *Washington Post* editorial pushing for the development of a recreational pier:

> *The old Aqueduct Bridge [the Potomac Aqueduct] has remained somewhat of a challenge to planners of Washington ever since it was replaced as artery of travel by the Key Bridge. For several years its rusted framework and rotting timbers served only to mar an otherwise unusually attractive view of the Potomac. Recently the CWA undertook to remove the decayed superstructure and reduce the height of the old stone piers to four feet above the water. But this work remains unfinished, and the partially dilapidated piers are still an eyesore… Numerous attempts were made to save the old bridge, or at least its solid and well-preserved piers. Such efforts have failed because there is no need for another span across the Potomac in this vicinity. It appears, however, that some of the old piers might be put to beneficial use. The Post suggest that the site would be ideal for a recreation pier extending to or over the water from the north bank (Washington Post October 17, 1934: 8).*

While the transformation of the aqueduct abutment into a recreational pier never materialized, a new form of entertainment was initiated at the Watergate Steps near the Lincoln Memorial, downriver to the southeast of the CLI boundary, in the summer of 1935. The National Symphony Orchestra (NSO) gave their inaugural Sunset Symphony concert on a barge in the Potomac River on July 14 and the tradition would continue for the next 30 years with a break during WWII (Brown 2020: 106; De Vore July 15, 1935: 1). On that first night, concertgoers watched from the Arlington Memorial Bridge, the Watergate Steps, the surrounding grass, and also from the river in canoes and other small craft (Figure 52):

> *Washington never before had heard music like this played to the accompaniment of water swirling, of airplanes droning, of motor boats chugging, so 10,000 of its citizens turned out, lined the bridge and Potomac drive on the other side, sat in cars parked in the shady recesses of the speedway, sat in the grass before the Lincoln Memorial – sat on blankets and newspapers, for the grass was wet – sat in a half hundred boats on the gleaming river or paid admissions that entitled them to seats on the spacious steps that run down to the water there… The barge from which Dr. [Hans] Kindler and his orchestra played had been completely transformed into something that looked like the quartered inside of a baseball cover, fitted into the side of a soapbox. The sides of the box were moulded [sic] and the whole thing, painted white, resembled marble in the moonlight (De Vore July 15, 1935: 1).*

WCC members were among those who paddled downriver to attend the summertime concerts. The series was disbanded in 1965 for several reasons, included increased noise from the National Airport (Brown 2020: 106).



Figure 49: Aerial view of the Key Bridge, the dismantled Aqueduct Bridge, and the Georgetown waterfront. The location of the WCC cultural landscape is indicated by the blue arrow. 1931. National Archives and Records Administration photo no. 18-AA-148-34.



Figure 50: Aerial view of the dismantled Aqueduct Bridge, and the Georgetown waterfront. The location of the WCC cultural landscape is indicated by the blue arrow. 1931. National Archives and Records Administration photo no. 18-AA-148-42.



Figure 51: Photograph facing north/northeast of the aqueduct piers in the Potomac River following the removal of the iron superstructure. "Untitled," 1935-1945. Library of Congress (https://lccn.loc.gov, accessed 2023).

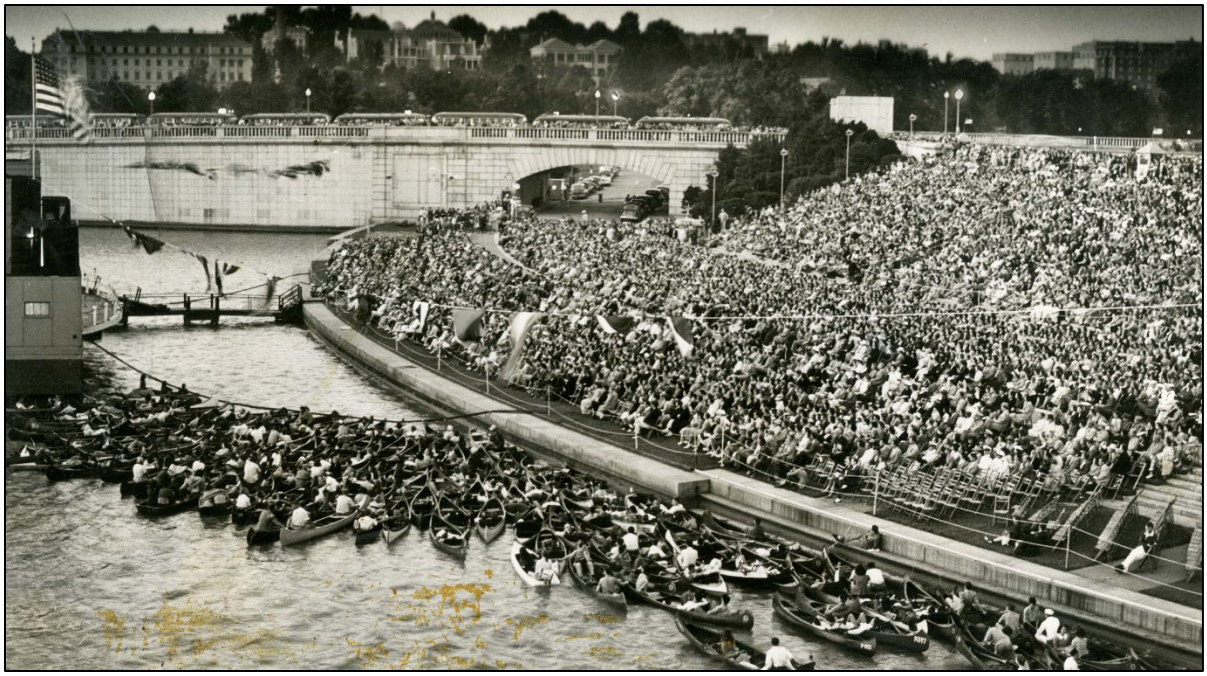


Figure 52: Photograph of spectators gathered on the Watergate Steps and in canoes on the Potomac River for a National Symphony Orchestra concert. 1935-1965. DC Public Library, The People's Archive, Historic Image Collection.

BERLIN OLYMPICS AND THE NEW YORK WORLD'S FAIR (1936-1939)

Although men's canoeing was included as a demonstration sport during the 1924 Olympic games in Paris, paddling events (both flatwater canoe and kayak racing) were not recognized as full Olympic sports until the 1936 Berlin games (Brown 2020: 49, 56; Harris Hughes et al. 2021: 16; Price et al. 2013: 23-24). The full inclusion of paddling sports was delayed due to relatively few countries participating and in the intervening years since the Paris Olympics, the International Canoeing Federation worked to help other nations develop teams (Bird 1991: 8-4; Price et al. 2013: 23). Women were not included in the paddling events during the 1936 games (Vosburgh June 26, 1936: 19; *Washington Post* June 27, 1936: 19). The American Canoe Association began planning for the Berlin games in October 1935:

> *The [American Canoe Association], governing canoeing body in the United States, will stage its Olympic tryouts late next June or early next July… Races will be held over the standard 1,000-meter and 10,000-meter distances… Double-blade events will be contested in the European racing kayak, officially adopted a few years ago by the International Canoeing Committee. The single-blade paddlers will race in the Canadian cedar canoes, which more closely resemble the standard American cedar*

> *"peanut" . . . The inclusion of canoeing on the Olympic program marks the successful culmination of a long fight for international recognition (New York Times October 15, 1935: 28).*

Leading up to the 1936 Olympic games, the WCC were the US national champions in canoeing (*New York Times* December 27, 1936: S3). It should be noted that the location of the 1936 Olympics was decided in 1931, prior to the Nazi Party coming into power in Germany. There were proposed boycotts of the games by multiple countries in response to the antisemitic and racist policies enacted by the Nazis, but in the end a total of 49 countries attended the games including the United States (Twardy 2021). The American Canoe Association held their US Olympic trials in Philadelphia, Pennsylvania on June 27 and 28, 1936. There were ten spots total on the US team and 14 clubs competed for those places, including nine paddlers from the WCC (Vosburgh June 26, 1936: 19; *Washington Post* June 27, 1936: 19). Harry T. Knight, Jr., one of the WCC members who excelled in Paris during the 1924 demonstration games, directed the club's training regimen:

> *All set to make their bid today and tomorrow, nine crack canoeists of the Washington Canoe Club left yesterday for Philadelphia for the final Olympic canoeing tryouts. Led by 49-year-old Harry Knight, veteran of the 1924 Olympics, the Washington squad will compete in three 10,000-meter races and four 1,000-meter sprints. . . The local contingent, besides Knight, comprised Johnny Long, his tandem partner; Ebby Trilling, Dusty Rhodes, Herman Vollmer, Dick Ackad, George Shorb, Russ Swann and Bill Havens, Jr. . . . [WCC's] canoeists gave ample evidence of their determined drive for international supremacy recently by placing 12 of the 21 men on the qualifying list allotted the Middle States Association for the final trials (Washington Post June 27, 1936: 19).*

Knight was the only member of the 1924 team that competed for a space on the 1936 US team:

> *One of the four [WCC members who competed in the Paris games], Bud Havens, died last year on the operating table having his tonsils out. J.F. Larcomb [sic] has disappeared, and Carl Knight, Harry's brother, has had to give up the sport. . . Harry is about twice the age of most of the other members of the Washington team. Young [Johnny] Long is 26, George Shorb is 25, Ebby Trilling is 23 (Vosburgh June 26, 1936: 19).*

Despite their national ranking, the WCC paddlers did not place on the 1936 US team. Amidst heavy rains, the WCC athletes took third place in both the one-man, double-blade and the two-man, double-blade races, but ultimately the WCC did not do well enough to compete in Berlin (*Washington Post* June 28, 1936: X4). The Berlin Olympics included nine paddling events with 121 competitors from 19 countries (Olympiade Berlin 1937: 1021). The Canadian and German teams

ably challenged the US team and only one American took home a medal that year: Ernie Riedel from the Pendleton Canoe Club in New York, who placed third in the one-man, 10,000-meter double-blade race (*New York Times* December 27, 1936: S3). Although they missed the 1936 games, the members of the WCC fared better in the following games placing on every US Olympic team through 1996, which is more than any other paddling club (Bird 1991: 8-5; Harris Hughes et al. 2021: 16; Price et al. 2013: 24). In that time period, the WCC sent a total of 28 athletes to the Olympics and brought home two gold and two silver medals in paddling (in addition to the medals club members won during the 1924 demonstration games) (Brown 2020: 49, 56; Jones 2022).

During the following years, the WCC members continued to excel in regional and national competitions. The club participated in the National and Middle States championships during August 1937, traveling to Massachusetts and New Jersey before returning to Washington, DC, for the President's Cup at the end of the month (*Evening Star* August 1, 1937: 28). In 1938, they won the Middle States (also called the Middle Atlantic) canoe championship for the fourth year running (*Washington Post* June 27, 1938: X15). The club's own annual intra-club regattas of the period comprised a number of events for men and women, mixing levity, competition, and socialization. For example, the 1939 regatta promised, "High jinks" [*sic*] that included "…a tail end race, a four-gal race, tandem overboard and four-man hand-paddling," event concluding with a crab feast for club members (*Evening Star* August 27, 1939: 52). That same year, the national championships were held as part of the New York World's Fair and club members that season were already eagerly preparing for the 1940 Olympics, although the games were ultimately cancelled amidst the turmoil of the Second World War (Brown 2020: 59; *Evening Star* May 14, 1939: 63). Bill Havens, Jr., the nephew of Charles "Bud" Havens who paddled in the 1924 Paris games, competed in the tilting event at the 1939 New York World's Fair. Tilting was typically the final event of American regattas:

> *It requires a goodly amount of fencing skill, perfect balance, a quick eye, strong arms and an ability to take it… In a match the tilter stands on a bow platform and is propelled in and out of range of his opponent by a paddler in the stern. For a weapon the tilter grasps a long pol capped with a canvas-covered ball. This weapon in the hands of an expert is capable of inflicting bruises and bloody noses as neatly as any well-known boxing glove… Many rules have been made to prevent tilters from injuring one another. But it takes a mighty vigilant referee to keep these boys from cracking each other in the wrong places now and then or stopping them from massaging the cranium of a rival with the side of a hard wooden pole (Evening Star May 14, 1939: 63).*

Havens won at least a dozen tilting national crowns with his partner William "Dusty" Rhodes (Figure 53) (Brown 2020: 60).



Figure 53: Photograph of WCC's Bill Havens, Jr. (above right) tilting with an unknown opponent. Ca. 1939. Figure from: Brown "Images of America: Washington Canoe Club," 2020. Courtesy of the WCC and Christopher N. Brown.

FLOODING ALONG BOATHOUSE ROW AND CHANGES TO THE WCC BOATHOUSE (1936-1939)

In March of 1936, the worst of a series of floods tore through the Georgetown waterfront, breaking all previous records:

> *On March 19, 1936, a muddy tree-strewn rush of waters reached a high crest of 18 feet, whipped at the Potomac River bridges, forced the closing of all of them at Washington except the Francis Scott Key bridge [just east of the CLI boundary], and*

> *threatened destruction of the historic Chain Bridge [about four miles upriver from the WCC]. . . Flood waters reached a heigh of 44.6 feet above mean low at Chain Bridge, exceeding the previous record high of 43.1 feet in 1889. At the crest of this March 19, 1936 flood, the Potomac was carrying more water than in the great overflow of May, 1889, but Washington was better prepared than in 1889 and so suffered less damage. But in the 1936 flood peak, boats and canoes were brought into use in the flooded part of Georgetown, many streets closed, and extra police ordered out to guide the traffic jams on streets left open (Emery 1938: 52).*

The flood waters completely covered the WCC's dock floats, piers, and ground floor, reaching to about 15 inches above the level of the second floor of the boathouse (Harris Hughes et al. 2021: 6, 24; Price et al. 2013: 26; Washington Canoe Club 1954: 2; *Washington Post* March 20, 1936: 21). The WCC boathouse itself was located about eight to ten feet above the Potomac River's mean water line, which indicates that the standing water following the flood was approximately 19 to 21 feet higher than normal (Bird 1991: 7-2). Warner's Canoe House shed and ramps west of the WCC were destroyed in the 1936 flood and were never rebuilt (Brown 2020: 45, 81; Harris Hughes et al. 2021: 13). Club tradition holds that the WCC boathouse was spared such extensive damage due to the bathymetry and shoreline indentation adjacent to the canoe club that created an eddy, which protected the WCC to a certain extent from receiving the full force of the flood waters (Brown 2020: 45). If this is correct, then given the proximity of Dempsey's boathouse to the WCC boathouse, it is likely that it was also protected from the full force of the flood surge by the eddy. However, hydrographical analysis beyond the scope of this CLI is needed to confirm this assertion. The WCC, Dempsey's, the PBC, and Warner's Canoe House all routinely stacked their canoes along the tracks of the Georgetown Branch to prepare for flooding, which largely protected the craft from damage when the boathouses and storage sheds flooded, although the 1936 flood reached such heights that even the train tracks were covered (Figure 54) (Brown 2020: 46).



Figure 54: Photograph facing southeast of the WCC boathouse submerged during the 1936 flood (taken from north of the building near the train tracks). 1936. Courtesy of the William "Dusty" Rhodes family.

The first floor of the WCC sustained significant damage from the 1936 flood and WCC members had to use a high-pressure hose to clean the interior boat storage area once the waters receded (Brown 2020: 46; Harris Hughes et al. 2021: 24). As part of clean-up and recovery from the 1936 flood, WCC members repaired the grill room radiator and considered putting up a barbed wire fence as a security measure, as members feared the boathouse was vulnerable to intruders (Harris Hughes et al. 2021: 24; Price et al. 2013: 12). However, it is not known if this fence was ever installed. It is likely that the building was painted green following this flood, the shingles were previously red with white trim (Harris Hughes et al. 2021: 52; Washington Canoe Club 1954: 1).

In April 1937, area residents and the boathouses assiduously prepared for a flood with an anticipated crest of 14 feet, spurred by the memory of the severity of the 1936 flood:

> *. . .[R]esidents, business houses and canoe clubs on lower K street [sic], from Virginia avenue [sic] to a point just below Key Bridge, also were taking precautions against any eventuality, remembering the previous disastrous effects of the overflowing river. . . Police estimated between 150 and 200 families residing on the District side in the vicinity of the bridge gathered their belongings and vacated last night and today, and employes [sic] of the Potomac Boat Club, Dempsey's Boat House and the*

> *Washington Canoe Club started moving canoes from their flooded boat houses [sic] to high ground (Evening Star April 27, 1937: 1).*

As the boathouses moved their canoes to high ground, the water was already lapping through the first floor of the WCC boathouse (Figure 55, Figure 56) (*Evening Star* April 27, 1937: 1). Record breaking floods occurred again in 1942 and 1972, and less severe but still major floods continued to occur with regularity including in 1948 (this flood damaged the western portion of Dempsey's boathouse, leading to demolition of the impacted addition), 1952, 1955, 1957, 1985, and 1996 (Brown 2020: 45; Harris Hughes et al. 2021: 48; Kreisa et al. 2022: no page number).



Figure 55: Photograph facing west showing the Georgetown Branch tracks behind Dempsey's and the WCC boathouse following the 1937 flood. Canoes and other boats are stacked along the C&O Canal's berm to protect them from being carried away by the flood. 1937. Courtesy of the William "Dusty" Rhodes family.



Figure 56: WCC members assessing the damage done during the 1937 flood. The empty whiskey barrels in the center of the photograph were part of the flotation system's for the boathouse docks. 1937. Figure from: Brown "Images of America: Washington Canoe Club," 2020. Courtesy of the William "Dusty" Rhodes family.

Between 1936 and 1939, the WCC expanded their women's locker room to span across the entire length of the northern side of the eastern addition (Harris Hughes et al. 2021: 5, 23, 24, 33, 79). The boat sheds west of the WCC were also demolished during this period, although it is unclear whether these were associated with the WCC or if they belonged to the Warner's Canoe House (Brown 2020: 44; Harris Hughes et al. 2021: 13, 33). Around March of 1939, WCC members performed general repairs to the boathouse and built an 80-foot float and multiple runways out to the Potomac. The maintenance the club members performed included repairs to the roof and to the newel posts at the top of the stairs (Price et al. 2013: 12).

FEDERAL ACQUISITION OF THE C&O CANAL (1933-1940)

President Roosevelt's New Deal not only provided labor for the demolition of the above water portion of the Potomac Aqueduct, but it also paved the way for federal acquisition of the C&O Canal, leading to changes in management of the cultural landscape and adjacent property. The National Industrial Recovery Act passed on June 16, 1933, created the Federal Emergency Administration of Public Works (also known as the Public Works Administration or PWA) (Elder and Weldon 2018: 87-88; Mackintosh 1991: 9). As part of this act, the federal government could acquire property that would create projects that would generate employment. Following the settlement of legal issues regarding title to the waterway, the federal government acquired the C&O Canal on September 28, 1938. Although not yet a park unit, the property was under the auspices of the National Capital Park and Planning Commission (Reservation 404, Palisades District) and was therefore under the management of the NPS (Mackintosh 1991: 46). WCC's existing lease with the C&O Canal was terminated as part of the 1938 sale of the property. The government issued the WCC an interim Special Use Permit (SUP) in October 1938 and the Department of the Interior issued a new lease to the club in 1939 (Harris Hughes et al. 2021: 31, 32; Price et al. 2013: 8). The WCC HABS documentation notes of the 1939 agreement: "[t]he permit was in effect to [*sic*] January 1, 1939, and the fee accessed was $150 per annum, payable in monthly installments. The parcel was 50' x 140' at the time" (Price et al. 2013: 8). This lease and others like it issued to occupants of canal lands allowed for a continuation of the pre-acquisition land uses on the parcels where various boat clubs, warehouses, and industrial businesses occupied the waterfront (Price et al. 2013: 8).

The NPS quickly secured labor to improve the property through the Civilian Conservation Corps (CCC) (Cianci Salvatore and Potter 2015: 8-199; Elder and Weldon 2018: 89). As part of Federal Project 712, the CCC restored the prism and the towpath of the waterway between Georgetown and Seneca, Maryland (Elder and Weldon 2018: 88; Mackintosh 1991: 31). The CCC camps assigned to the project were racially segregated and consisted of Black men. The men in camp NP-1 began work June 18, 1938 (prior to the finalization of the land acquisition by the federal government), and continued laboring to restore the canal through April 1, 1942. The second camp, NP-2, worked from October 5, 1938, through November 15, 1941 (Mackintosh 1991: 31). Workers rehabilitated locks, replaced masonry walls, and repaired the towpath among other tasks:

> *Those bleak troughs of the old Chesapeake and Ohio Canal are undergoing a beauty treatment. Weeds, stones, snakes and mussel shells are being cleared out. The red*

> *sandstone masonry of the lock-walls is being repaired. The crumpled lock gates have been replaced with new pine doors – exact replicas of the original ones – and fastened with the old iron hinges. The stone-arch aqueducts have been strengthened. As far as is practicable, the original character of the canal, which is one of the most famous historic landmarks in the country, is being retained (Urner Price November 19, 1939, Page M2).*

Paddlers from the WCC and other area clubs, as well as recreational users were considered in plans for the park:

> *Over the winding waterway of the restored canal will glide canoes, kayaks and other small hand propelled boats. While the various levels of this section – from the sea level at Washington [Georgetown] to the 300-foot level at Seneca – will be the twenty-three locks with their manually operated gates, light boats will not pass through the locks but will be carried around them by some means of portage. (The old reliable human hand, it is explained, probably will be the most popular method) (Urner Price November 19, 1939, Page M2).*

The 22-miles of restored canal were watered by August 1940 (Elder and Weldon 2018: 88; Mackintosh 1991: 31). Shortly after it opened, staff from the *Evening Star* and the NPS made the trip down the waterway from Rushville, Maryland, to Georgetown. The team of five canoed and camped along the canal and published a photospread of their journey (*Evening Star* October 13, 1940). The article promoted the canal for recreational canoeing and provided tips for readers looking to make a similar trek:

> *Traversing that section of the canal reconstructed by the office of the National Capital Parks the five – Rudy Kaufmann, Star reporter; Elwood Barker, Star photographer; Donn Strausbough, Star messenger; Donald E. McHenry, park naturalist, and Abbie Rowe, park employe [sic] – found only one lock where they could be lowered comfortably to the next level. Portage was necessary around [Lock] 17, some so close together they did not get back into the canoes… But – it was a pleasant trip, even the overnight camping, until the rains came. This made the boatmen wish for a few towpath mules to speed the return (Evening Star October 13, 1940: 87).*

It is highly probable that the WCC and other Georgetown clubs used the waterway for recreational paddling considering that members of the WCC had used it for this purpose when the canal still operated as a commercial corridor (Brown 2020: 111). Furthermore, there are newspaper accounts from the following decades of paddlers traversing the C&O Canal in the vicinity of landmarks such as Chain Bridge and Great Falls (Hundt August 28, 1968: C4; *Times-Herald* June 16, 1952: page unknown; *Washington Post* June 11, 1962: B1).

CHANGES IN OWNERSHIP AT DEMPSEY'S AND THE LONDON AND HELSINKI GAMES (1945-1952)

The US entry into World War II at the close of 1941 put much on hold both along the Georgetown Level of the C&O Canal and at the boathouses along the waterfront. In October 1942, a flood damaged much of the restoration work the CCC performed in 1939 and 1940, and the CCC program was suspended because of the war effort, so the NPS did not have their labor to draw on for repairs. Breaks below Lock 5 left the Georgetown section of the canal without water (Mackintosh 1991: 46). In March of 1943, firm Corson & Gruman were awarded a contract to rewater the section by that fall, thereby restoring water to the two Georgetown mills east of the CLI boundary that still relied on the waterway, Wilkins-Rogers Milling Company and the District of Columbia Paper Mills (Mackintosh 1991: 22, 48). The NPS collected the rent from the mills for the federal treasury during this period. It is unknown when the paper mill stopped leasing water, but Wilkins-Rogers was still operational and using water from the canal as late as 1962 (Mackintosh 1991: 22; *Washington Post* January 21, 1962: B1).

Many WCC members were absent during this period, serving in the armed forces and stationed away from the Washington, DC, area (Brown 2020: 61; *Washington Post* June 24, 1948: 21). By September of 1945, a sufficient number of the WCC's and other regional boat clubs' membership had returned to allow the WCC to put on the "biggest canoe racing regatta ever held in Washington" (*Evening Star* September 1, 1945: 10). Paddlers came from New York State, Pennsylvania, and Massachusetts to compete against 24 local entrants from the WCC, PBC, and Dempsey's who were led by 1924 Olympic veteran Harry T. Knight, Jr., whom everyone affectionately called "Pop". The event comprised 12 races and was concluded with tilting contests (*Evening Star* September 1, 1945: 10).

By the spring of 1947, Dempsey's boathouse was under the management of Ronald Moist. Pat Dempsey had died in 1932 and for a time his brother-in-law, James Farley managed the property until his own death (Atchison April 2, 1947: 16; *Evening Star* February 19, 1932: 4). Dempsey's grandniece, Rebecca Parks Moist inherited the business and Ronald was her husband (Atchison April 2, 1947: 16). Ronald Moist started a competitive club, Dempsey's Canoe Club, to cultivate membership that could match the talents of the athletes of the WCC and the PBC. Moist was encouraged by the WCC to enter racing to provide this additional local competition (Hazzard June 5, 1956: 29). Immediately prior to this, Dempsey's focused on boat storage for other affiliated clubs and rentals. The Moist family continued the boat rental service and this remained a large part of their business:

> *One of the surest signs of spring are the freshly painted "Canoes For Rent" signs that blossom along the Potomac's banks about this time of the year and one of the most familiar is that hardy perennial, Dempsey's Boathouse… Moist says he likes the business not so much for the sport itself as for the people he meets… (Atchison April 2, 1947: 16).*

While Dempsey's was a well-known and popular place to rent canoes, it is unknown whether the establishment would rent craft to Black customers and other people of color. Further research beyond the scope of this CLI is needed to comprehensively research racial segregation among the boathouses of the Georgetown waterfront and along the Potomac River.

Leading up to the 1948 Olympics in London, the WCC captured the national championship for the double-blade event in 1946 and for the single-blade four in 1947 (Bird 1991: 8-5; Brown 2020: 61). The WCC began fundraising by the spring of 1947 to sponsor their members to compete at the Olympic trials (Atchison April 2, 1947: 16). Ultimately, five paddlers from the Washington, DC, area were selected for the US Olympic team, three from the PBC and two from the WCC (*Washington Post* June 24, 1948: 21). Brothers Frank Havens and William "Bill" Havens, Jr. made up the WCC contingent. Frank Havens won a silver medal at 10,000 meters and Bill Havens finished fifth place in the 1,000-meter race (*Baltimore Sun* August 12, 1948: 19; Brown 2020: 61; Washington Canoe Club 1954: 1).

Women's kayaking events were first added to the Olympics at the 1948 games, although the WCC did not sponsor any women who competed that year (Brown 2020: 49; Harris Hughes et al. 2021: 17). This was a decade after the event was added to the US Canoeing National Championships (Brown 2020: 49; Harris Hughes et al. 2021: 17). Ruth DeForrest (later Colley), was the first female kayaker to qualify for the US Olympic team, winning all of her races at the team trials in 1952 (Figure 57). DeForrest was affiliated with the WCC, participating in their events, but was not permitted full membership due to the rules of the club at that time, which only offered women associate memberships (Harris Hughes et al. 2021: 17; Price et al. 2013: 11). Ultimately, DeForrest's qualification was retracted due to "disagreements about training, budgets, and chaperones" with the US national governing body for paddling sports (Brown 2020: 66). Speaking of DeForrest, current WCC member Brown observes, "In 1952, a WCC woman became the first female kayaker to qualify for the US Olympic team, but arcane rules applied by the sport's governing body were used to deny her the opportunity to participate" (Brown 2020: 49). Due to this gender discrimination that prioritized allocating resources to male athletes, the US Olympic team did not send a woman to the 1952 Helsinki games.

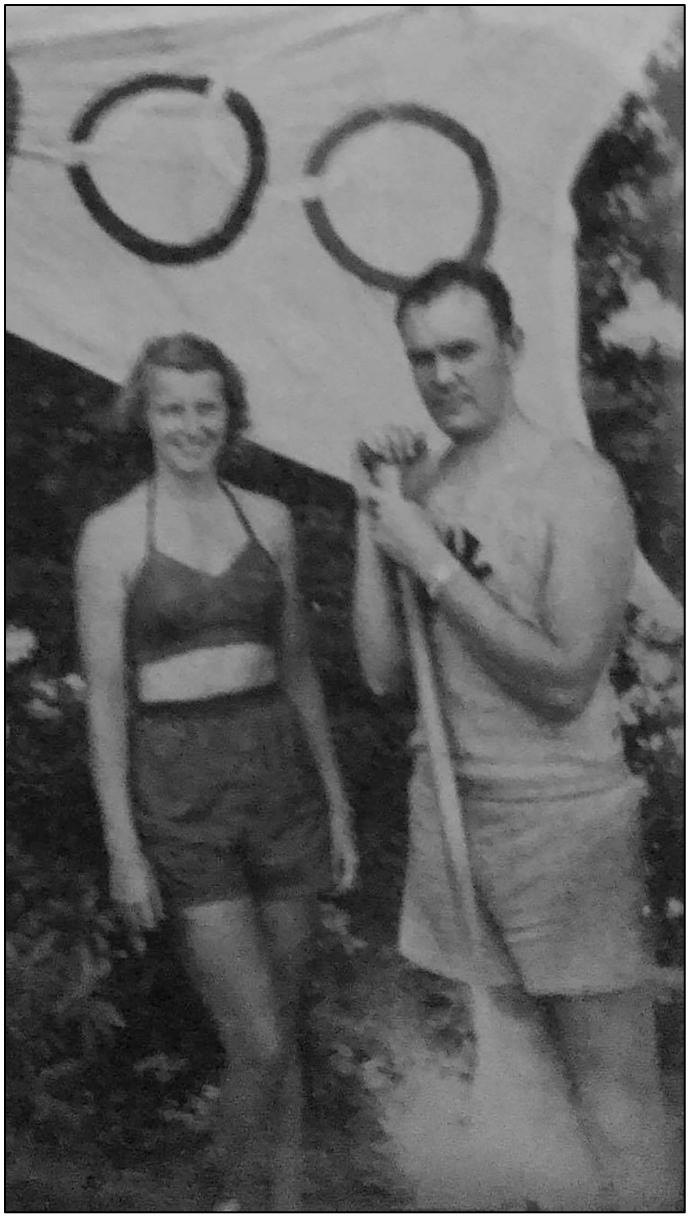


Figure 57: Photograph of Ruth DeForrest (left) and Frank Havens (right) at the Olympic team trials. 1952. Figure from: Brown "Images of America: Washington Canoe Club," 2020. Courtesy of the WCC and Christopher N. Brown.

WCC member and 1948 London games veteran, Frank Havens, also competed for a spot on the US Olympic team in 1952. He excelled during his trials:

> *[Frank Havens] topped five competitors in the 10,000 meter one-man single blade, breezing home more than two minutes ahead of his nearest rival… Havens benefiting*

> *by ideal conditions, might have even improved his mark that is slightly better than the time of the 1948 Olympic Games winner. However, he moved to an early lead and never once was his command in jeopardy (Washington Post June 15, 1952: C3).*

Following this notable performance, Havens made the US team as did fellow WCC member Bill Schuette, who was 18 years old and still in high school, for his performance in the 10,000-meter one-man double blade race at the trials (*Washington Post* June 15, 1952: C3). Frank Havens won the gold medal at Helsinki Olympics for the 10,000-meter single blade event, setting a world-record time of 57 minutes, 41 seconds (Brown 2020: 62; Washington Canoe Club 1954: 1). Havens's father, Bill Havens, Sr. had foregone a place in the 1924 Paris demonstration games to ensure he would be at home for the Frank Havens's birth (Brown 2020: 63). Bill Havens, Sr. lived to see both his sons go to the 1948 Olympics and Frank win gold in Helsinki. Frank sent a telegram to his father following his Olympic victory (transcribed in sentence case for legibility as the original telegram was written in all capital letters):

> *I've had a wonderful time here in Finland competing for the United States. I'm on my way home today. The 10,000 meter was a real challenge, let me tell you. The Hungarian and the Chech [sic] were ahead of me all the way, but I gave it my all… Pappy, there's something else I want you to know; Thanks for staying home and waiting around for me to be born back in 1924. I'm coming home with the gold medal you should have won (quoted in Brown 2020: 63).*

Frank Havens paddled in a wooden craft as seen in a photograph taken at the Helsinki games. Over the course of the 1950s, new designs and lighter materials superseded this type of craft and it was subsequently phased out of racing (Brown 2020: 52). European manufacturers dominated the new boat designs such as Max Anderson Kayaks from Sweden and Struer boats from Denmark (Brown 2020: 67). Wooden crafts were phased out in the 1960s and some WCC members began making their own crafts out of fiberglass (Brown 2020: 68). In the following decades, the technology used to make boats continued to change allowing for greater speed and ultimately impacted paddlers' training and performance (Brown 2020: 67).

CHANGES TO GEORGETOWN AND BOATHOUSE REPAIRS (1950-1957)

In 1950, the Old Georgetown Act (Public Law 81-808) established design criteria for buildings within the "Old Georgetown" district, giving review of plans for new construction, alterations, and demolitions to the National Commission of Fine Arts (Price et al. 2013: 14; P.L. 81-808 1950; US Commission of Fine Arts 2023). The WCC CLI boundary is entirely within the area covered by this law, which is roughly bounded by the Glover Archibald Park to the west, the Potomac River to the south, Rock Creek Parkway to the east, and Dumbarton Oaks Park to the north.

Despite this measure to protect the historic resources of the Georgetown area, the waterfront was at this point still an active industrial corridor. The assessed value of the WCC boathouse in 1950 was $875, a low valuation reflecting the still industrial and commercial nature of Georgetown at that time (Brown 2020: 126). During this period, in 1949, the NPS proposed rebuilding the no longer extant Warren Street (37th Street NW) mule crossover bridge in the same general location as part of a larger plan to rehabilitate the Georgetown section of the canal (Ebersole 2019: 6; NPS National Capital Parks 1949: Sheet 2). The proposal also included a police booth and restroom facility at the point of connection between the aqueduct abutment and the C&O Canal (Figure 58) (NPS National Capital Parks 1949: Sheet 2). These components of the plan was never executed.

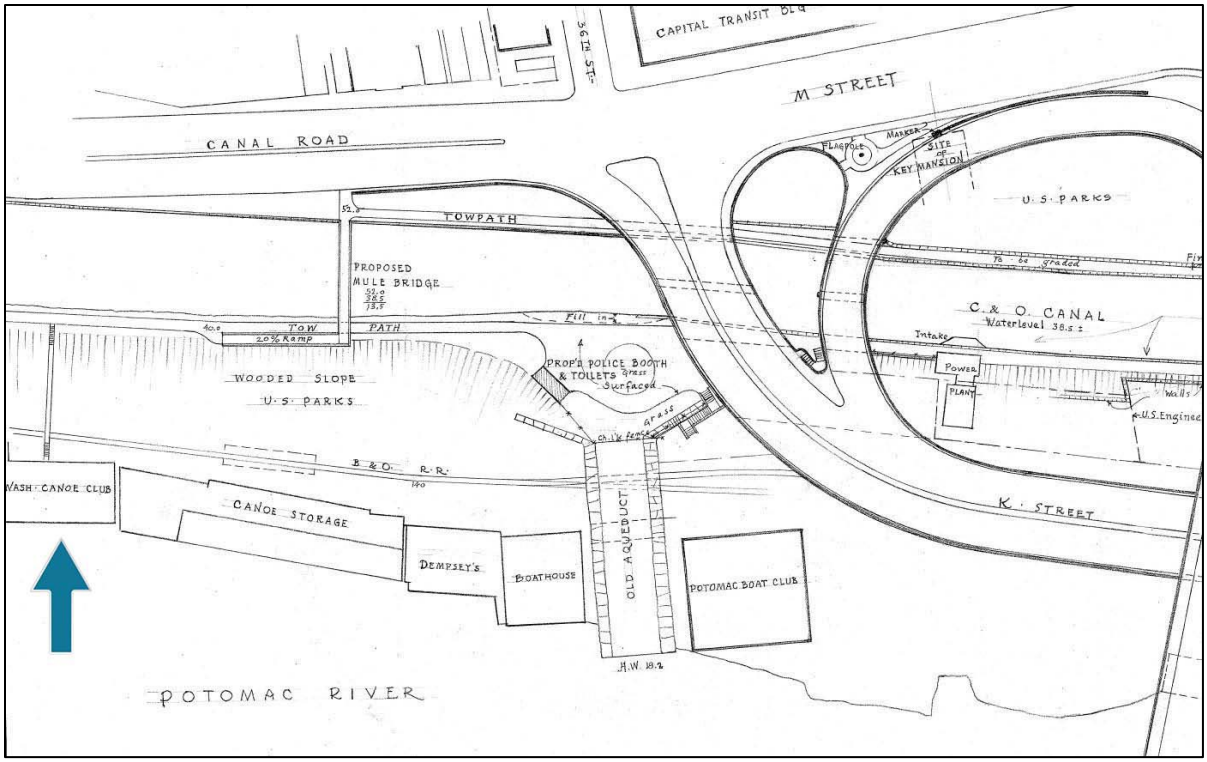


Figure 58: Plans for a proposal to rebuild the no longer extant bridge over the C&O Canal in the WCC cultural landscape (this plan was never executed). The WCC boathouse is indicated by the blue arrow. "Rehabilitation Georgetown Section," 1949. NPS Electronic Technical Information Center (eTIC) (https://pubs.etic.nps.gov, accessed 2023).

By 1946, the federal government was exploring options to convert the C&O Canal into a parkway north of Great Falls and in 1948 Congress passed Public Law 80-618 authorizing the NPS and the Public Roads Administration to conduct a survey along that portion of the parkway to gauge the

feasibility of building such a parkway (transcription of the entire law found in Mackintosh 1991: 185). The study released in August 1950 recommended the creation of the parkway, provided that Maryland would donate land needed to expand the right-of-way. The proposed road would be 24-feet in width, bracketed by eight-foot shoulders (Mackintosh 1991: 56). As plans for the parkway progressed over the next few years, the project generated opposition from conservation groups such as the DC Audubon Society and the Wilderness Society (Mackintosh 1991: 65). On January 3, 1954, the *Washington Post* ran an editorial endorsing the construction of the parkway and on January 19, the paper ran a letter opposing the editorial from Supreme Court Justice William O. Douglas, who was an avid hiker. In it, Douglas stressed the importance of the corridor as a scenic corridor:

> *The stretch of 185 miles of country from Washington, D.C., to Cumberland, MD., is one of the most fascinating and picturesque in the Nation. The river and its islands are part of the charm. The cliffs, the streams, the draws, the benches and beaches, the swamps are another part. The birds and game, the blaze of color in the spring and fall, the cattails in the swamp, the blush of buds in late winter – these are also some of the glory of the place… It is a place for boys and girls, men and women. One can hike 15 or 20 miles on a Sunday afternoon, or sleep on high dry ground in the quiet of a forest, or just go and sit with no sound except water lapping at one's feet… I wish the man who wrote your editorial of January 3, 1954, approving the parkway would take time off and come with me. We would go with packs on our backs and walk the 185 miles to Cumberland. I feel that if your editor did, he would return a new man and use the power of your great editorial page to help keep this sanctuary untouched (Washington Post January 19, 1954: 14).*

The *Washington Post* responded to Justice Douglas's challenge two days later, with editors Robert H. Estabrook and Merlo J. Pusey consenting to accompany him "…for a nature-edifying jog" along the canal (*Washington Post* January 21, 1954: 1). On March 19 of that year, the Supreme Court justice led eight other men on a trek along the towpath of the canal, beginning their hike at Lock 72 near Cumberland. Along with Justice Douglas and the *Washington Post* editors, the group of hikers included WCC member Grant Conway. The WCC, as long-standing occupants adjacent to the C&O Canal, had a vested interest in the fate of the waterway and the presence of one of their members during this important demonstration advocating for the canal's preservation illustrates this point. Due at least in part to the publicity garnered by Justice Douglas's endeavor, the parkway plan faltered and was abandoned by 1956 and in 1961 the entire length of the C&O Canal was declared a National Monument (Elder and Weldon 2018: 100; Harris Hughes et al. 2021: 32).

On October 2, 1955, a two-foot diameter hole developed in the canal prism north of Dempsey's and the WCC boathouses, causing water to drain out of the canal (Figure 59). The locks west of the break were closed and the locks to the east were opened to expedite drainage away from the break and prevent more water from entering the damaged portion of the waterway. It took a work crew several weeks to repair the hole (Figure 60, Figure 61). Excursion barge service resumed around October 22, 1955 (Evening Star October 3, 1955: 26; Washington Post October 15, 1955: 19). It is unknown whether the water that drained from the canal as a result of the break did any damage to the adjacent boathouses.

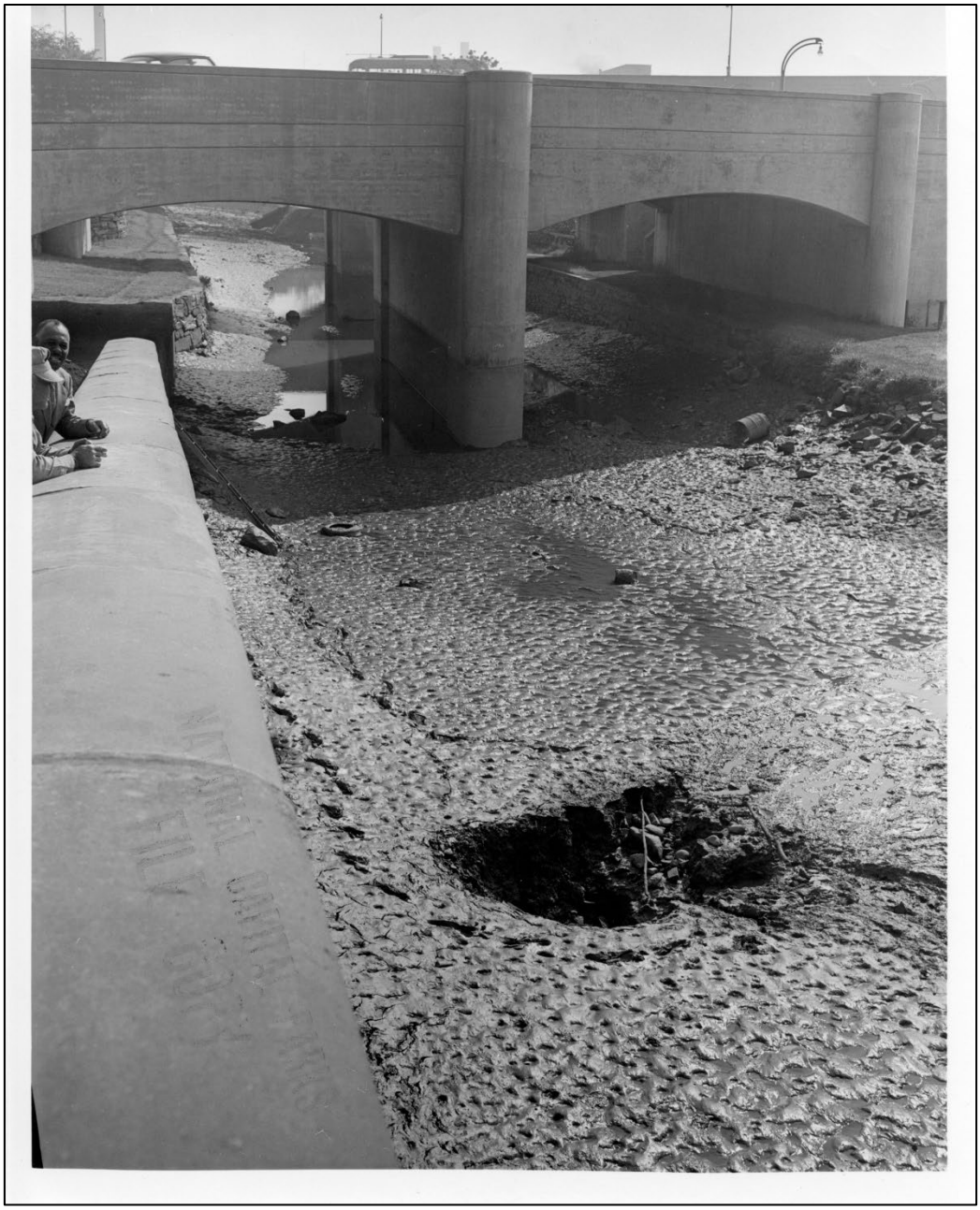


Figure 59: Photograph of the drained C&O Canal following a two-foot diameter break in the wall of the prism. The photograph was taken west of the Whitehurst Freeway within the present-day WCC CLI boundary, facing east. "50.8," October 3, 1955. CHOH Digital Archives.

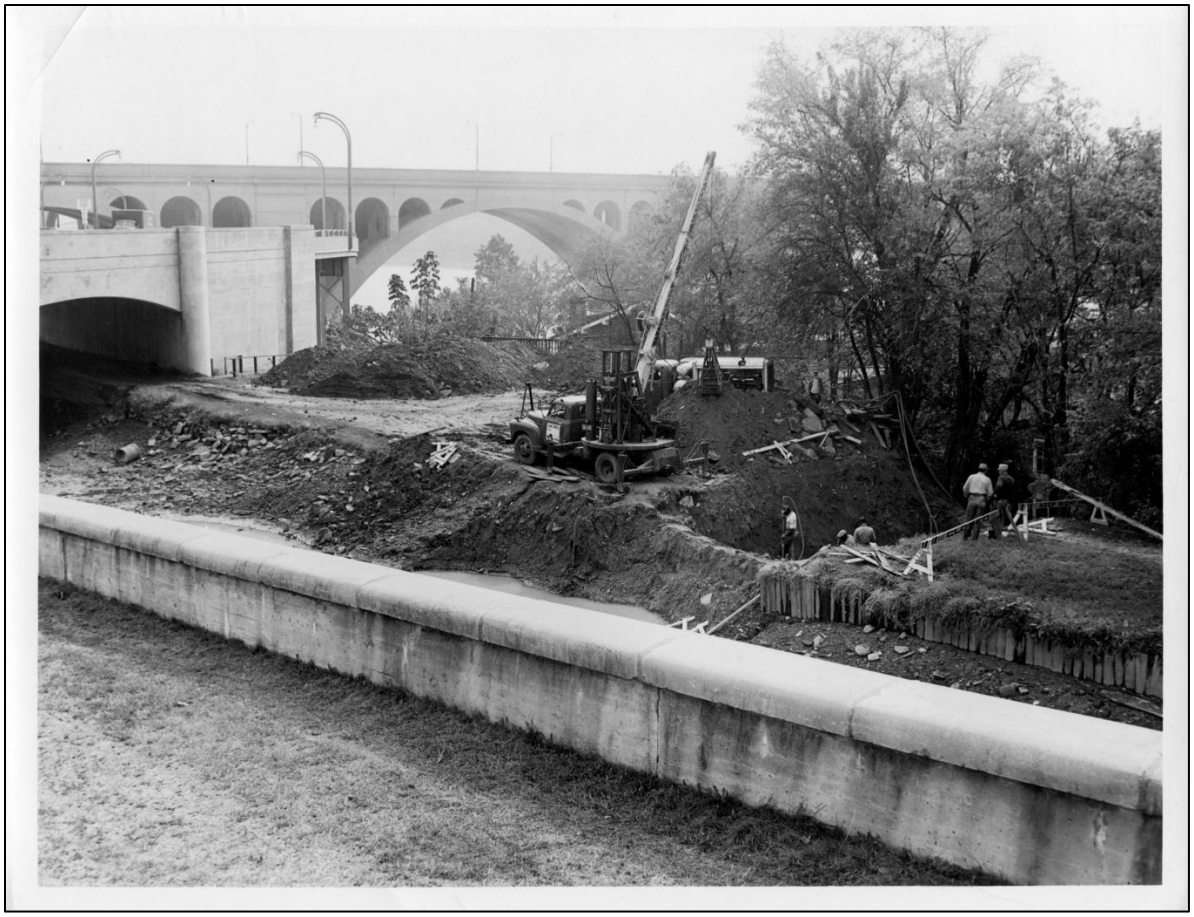


Figure 60: Photograph of the work crew repairing the C&O Canal following a two-foot diameter break in the wall of the prism. The photograph was taken west of the Whitehurst Freeway and Key Bridge, facing southeast. "108-0.99-1," October 18, 1955. CHOH Digital Archives.



Figure 61: Photograph of the work crew repairing the C&O Canal following a two-foot diameter break in the wall of the prism. The photograph was taken directly north of Dempsey's boathouse, which can be seen behind the trees in the center of the image, facing south. "50.2," October 18, 1955. CHOH Digital Archives.

A flood two years later in the spring of 1957, resulting from snowmelt and heavy rains, displaced the WCC boathouse five feet downstream (Bird 1991: 7-4; Harris Hughes et al. 2021: 24; Price et al. 2013: 26). During at least one ice melt prior to 1954, WCC members resorted to securing the boathouse with cables to nearby trees to prevent such an occurrence (Washington Canoe Club 1954: 2). The boathouse had to be hoisted using equipment typically employed in setting derailed cars back onto the tracks of the Georgetown Branch that the WCC borrowed from the railroad (Price et al. 2013: 12, 13). The club spent $800 repairing the west boat storage area on the ground floor, indicating substantial damage. WCC members also painted the women's locker room and re-hung the furnace room door that year (Harris Hughes et al. 2021: 24; Price et al. 2013: 12). It is likely that the extensive repairs to the boathouse WCC completed in 1957 were in response to the

damage sustained in the 1957 flood and displacement of the boathouse (Price et al. 2013: 12). Dempsey's boathouse was damaged in March of the same year, but from a traffic accident rather than from the flooding. A car hit another car parked near the boathouse and it crashed into the boathouse's wall, damaging about a dozen canoes and Dempsey's tool shed in addition to the boathouse (*Evening Star* March 23, 1957: 7; Price et al. 2013: 20). During this period, Dempsey's boathouse continued to be a popular business to rent canoes from along with Jack's boathouse (east of the PBC on Rock Creek Park land) and Fletcher's boathouse (upriver between the Three Sisters Islands and Chain Bridge) (*Washington Post* May 20, 1956: K16). Damages from the incident were estimated to be $1,500 (*Evening Star* March 23, 1957: 7).

THOMPSON'S BOAT CENTER AND THE DISSOLUTION OF BOATHOUSE ROW (1960-1962)

On September 24, 1960, the NPS opened the National Capital Water Sports Center at the confluence of Rock Creek and the Potomac River adjacent to C&O Canal mile marker 0, downriver from the CLI boundary (*Washington Post* September 25, 1960: B4). Plans for the center began as early as 1958, with $216,500 allocated in Fiscal Year 1959 for, "…a boathouse and docks for canoes and racing and rowing shells" (*Washington Post* June 20, 1958: D1). Despite an increase in appropriations to $349,000, construction of the facility was delayed due to the difficulty of finalizing a site. Public health officials raised concerns over the proximity of two combined sewage outfalls in the proximity of the confluence noting that untreated sewage overflowed into the Potomac River during heavy precipitation (Graves July 17, 1959: C6). By August 1959, the site at the confluence was selected despite the proximity of the outfalls with construction slated to begin in September of that year. Aubrey Graves of the *Washington Post* noted of the boathouse's location, "[t]he site finally chosen has long been favored by boating enthusiasts. They pointed out that canoes, rowboats and racing shells will use polluted parts of the Potomac no matter where the boathouse is built" (Graves August 12, 1959: C1). The completed facility was renamed the Harry T. Thompson (Thompson's) Boat Center after the National Capital Parks Superintendent who was instrumental in executing the project on March 28, 1961. The opening of the Mission 66-era facility was a response to the popularity of water sports on the Potomac River and signaled the beginning of NPS managing boathouses on the waterfront (Price et al. 2013: 27). This newest addition to the Georgetown waterfront's recreational boating centers was designed to accommodate collegiate and high school level rowing, canoeing, and kayaking (Price et al. 2013: 27, 28). In the present day, the facility is managed through a concessionaire and offers rentals (including canoes and kayaks), classes, and camps for watersports (Boating in DC 2023).

The opening of Thompson's Boat Center in 1960 came about a year after Dempsey's was condemned due to extensive damage caused by ice jams and flooding, leaving paddlers, "…with no place to rent, store and service their canoes and racing shells" (Graves July 17, 1959: C6). The boathouse had fallen into disrepair over the course of the 1950s (Brown 2020: 48; Harris Hughes et al. 2021: 13; Price et al. 2013: 20). Ronald Moist, former proprietor of the defunct Dempsey's was hired as manager of the new sports center (*Washington Post* September 25, 1960: B4). On May 3, 1961, Dempsey's boathouse burned in a three-alarm fire in a matter of about 35 minutes and the blazes also endangered the PBC located just east of the aqueduct abutment from Dempsey's (Figure 62, Figure 63, Figure 64) (Bradley May 4, 1961: A1; Price et al. 2013: 28). The Washington, DC, fireboat doused the PBC boathouse in a stream of water to prevent flames from Dempsey's igniting it. One of PBC's shed collapsed holding over a dozen racing canoes valued at $4,000, but the boathouse itself was unscathed (Bradley May 4, 1961: A1; Homan May 5, 1961: C2). The cause of the fire was not determined. Dempsey's, like the WCC boathouse, was within the right-of-way of the C&O Canal and therefore the title transferred to the NPS as part of the 1938 federal acquisition of the canal (Bradley May 4, 1961: A1). While Dempsey's was still being used for storage despite its condemnation, its canoe rentals had transferred to Thompson's Boat Center the previous year (Price et al. 2013: 28). Following the demise of Dempsey's, the WCC was the only boathouse that remained within the CLI boundary. The WCC lent practice canoes and kayaks to the PBC following the fire to allow them to keep practicing until they could replace their destroyed crafts (*Evening Star* May 12, 1961: 61; Homan May 5, 1961: C2).

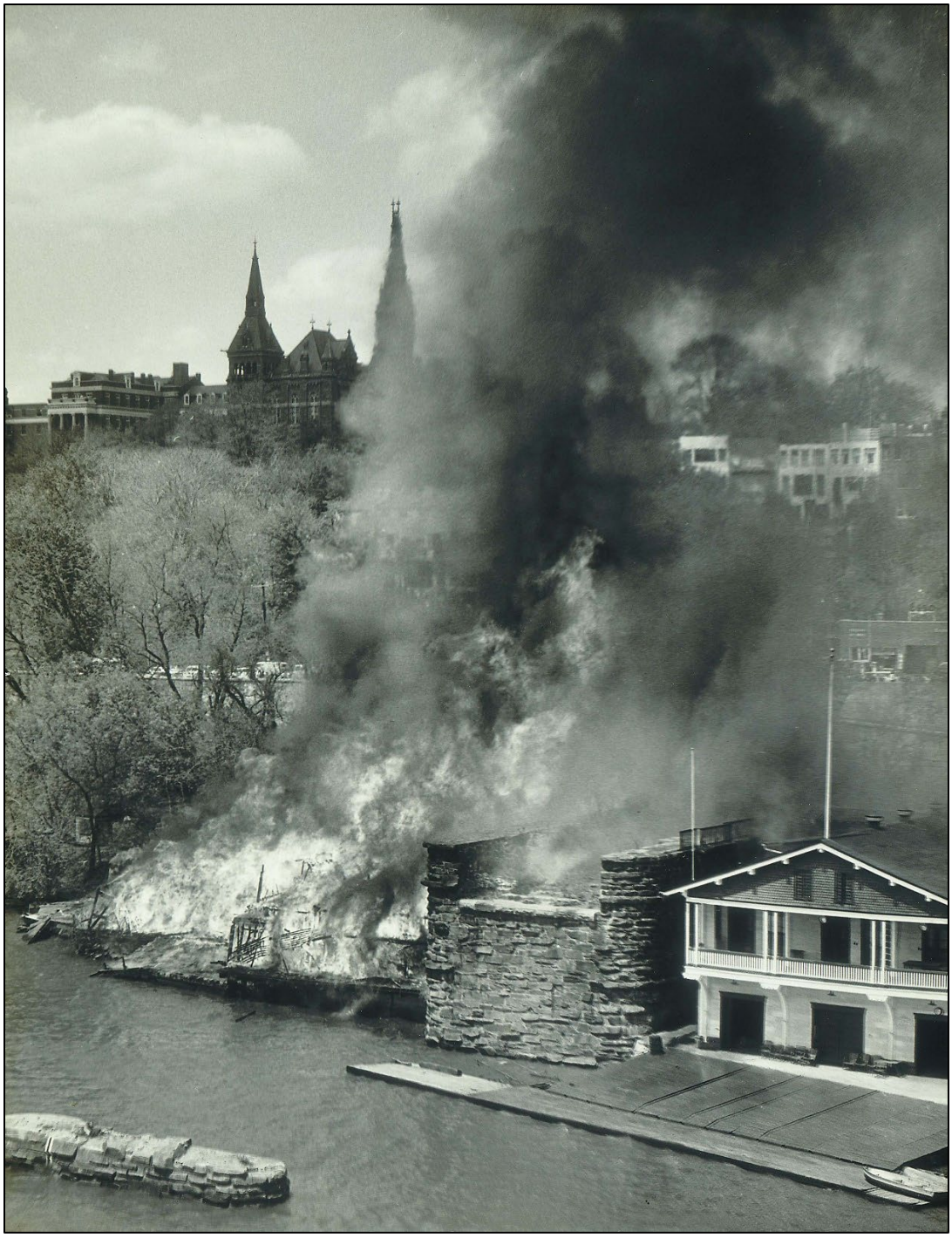


Figure 62: Photograph facing northwest of Dempsey's boathouse on fire. "Dempsey's Boathouse Fire," 1961. Potomac Boat Club Collection, DIG DC, DC Public Library (https://digdc.dclibrary.org, accessed 2023).



Figure 63: Photograph facing west showing the wreckage following Dempsey's boathouse fire. The photograph is framed by the northern arch of the aqueduct abutment "130-1.1-1," 1961. CHOH Digital Archives.



Figure 64: Photograph facing north/northwest showing the wreckage following Dempsey's boathouse fire. "157-1.07-1," 1961. CHOH Digital Archives.

In 1962, the remaining portions of the Aqueduct Bridge piers were mostly removed. The USACE blasted the piers, except one near the Virginia shore (pier one), to a depth of 12 feet below the water (Brown 2020: 41; Elder and Weldon 2018: 168; Harris Hughes et al. 2021: 65). Some of the material from the demolished structure was used to line the shoreline near the WCC (Bird 1991: 7-2; Harris Hughes et al. 2021: 65). However, the area under the WCC boathouse that rested on pilings was not similarly reinforced with riprap, which led to the water under the club stagnating (Bird 1991: 7-2).

WOMEN ENTER THE OLYMPICS IN KAYAKING AND THE WCC (1960-1964)

In the 1960s, the WCC hosted two annual regattas at their boathouse and one on Hains Point (Price et al. 2013: 6). By this decade, WCC recruited and trained youth for both national and international races, which attracted new competitors for their adult paddling teams (Brown 2020: 81). During this period, larger war canoes, holding between six to 15 paddlers, were increasingly

used by the WCC and PBC to train aspiring athletes and improve their technique and teamwork. While the WCC men began training and competing in war canoes as early as 1909, it was not until the early 1960s that the US Olympic Committee adopted use of these canoes to enhance training on the Potomac River in three, nine-person Old Town war canoes (Brown 2020: 78; *Evening Star* July 18, 1909: 54). In 1962, the US Olympic Committee sponsored women to train and race in war canoes for the first time (Brown 2020: 70). Racing of these craft diminished in the 1980s, but the WCC uses their large craft to the present-day, primarily in winter both for training and for recreation (Brown 2020: 78).

During the 1960s, the WCC's men continued to compete at a high level and it was a breakthrough decade for women affiliated with the WCC excelling in double-blade (kayak) events at the national level (Brown 2020: 67). Gloriane (possibly Gloria) "Glo" Perrier, who worked in Washington, DC, as a secretary at the Army Signal Corps was the national women's single kayak (K-1) Champion in 1960 and 1961 (Bird 1991: 8-5; Brown 2020: 69). Described in newspaper coverage of an Olympic preparation regatta held in Philadelphia as a "pretty paddler from the Washington Canoe Club," Perrier competed in the Rome Olympic games in 1960 in the women's 500 meters singles kayaking event as an affiliate of the WCC, although not as a full member (Brown 2020: 49; Harris Hughes et al. 2021: 17; *Washington Post* April 25, 1960: A19). Women were first given full membership to the WCC in the late 1960s (Brown 2020: 67, 77; Harris Hughes et al. 2021: 17). The American Canoe Association allowed women to become members by 1950 and neighboring PBC had allowed women to hold membership by 1957 (Brown 2020: 77; Price et al. 2013: 18). From 1960 through 1996, women affiliated with the WCC were continuously included on US Olympic teams for kayaking events (Brown 2020: 67; Harris Hughes et al. 2021: 17). However, women continued to be barred from canoe racing until the early 21st century in competitions where men were already paddling in canoeing events. For example, women were not permitted to race canoes in the US national championship until 2002, a change brought about partly due to the efforts of WCC athlete Pam Boteler (Brown 2020: 75). Furthermore, women were not permitted to compete at the Olympics in canoeing events until the Tokyo 2020 games (held in summer 2021 on account of the COVID-19 pandemic) (Price et al. 2013: 25; Tumin July 28, 2021).

The WCC sent two men to the Rome Olympics, as well, including Olympic veteran Frank Havens, who won a gold medal in Helsinki. At 36 years old, he won the Olympic trials for the US team in the 1000-meter Canadian singles. Charles "Charlie" Lundmark, fellow WCC member, qualified for the four-man 500-meter kayak double blade team (*Washington Post* July 18, 1960: A17). He

was of Swedish descent and previously represented Sweden in 1952 at the Olympics. Lundmark later coached the US canoe team for the 1972 Munich Olympic Games (Brown 2020: 71). PBC member Paul Beecham also qualified for the 1960 US team (*Washington Post* July 18, 1960: A17).

Despite early concerns by the Japanese hosts that they would not be able to accommodate a canoe competition, the Tokyo games included paddling events (Homan June 8, 1961: B17). The WCC sent three paddlers to the 1964 games in Tokyo: Glo Perrier, who competed in Rome, partnered with 15-year-old Francine Fox in kayak tandems, and college freshman Dennis Van Valkenburgh competing in a canoe single (Lamborne September 18, 1964: E2). Fox preceded her Olympics trials by winning three kayak races at the Middle States canoe championships in August 1964 (Figure 65) (*Washington Post* August 24, 1964: B6). Media coverage of the Olympics US women's team decidedly sexualized the young Fox:

> *The outstanding figure of the U.S. Canoeing team, with a pretty face to match, is 15-year-old Francine Fox, a peachcake from Washington D.C., who has put the Olympic Village in a stir with, well, her looks. She is a close-cropped honey blonde who has stopped the bicycle traffic in the international colony of the Olympics, and the boys have come running… Francine Fox first grabbed a paddle three years ago when she was twelve, after attending a party at the Washington Canoe Club, and now here she is, the U.S. Champion in the double kayak event, with Gloriane Perrier, of the same club. Gloriane is older, how much can be debated, but it is something of a mother-daughter age spread in the same kayak… Francine isn't exactly a little girl but the 150 pounds she totes is obscured by a countenance that could give the Miss America contest judges a long pause before deciding the winner (Povich October 13, 1964: D1).*

A newspaper article that ran shortly after Perrier's and Fox's return from Tokyo observed that Fox had, "…yet to go to her first school dance," and that "Francine's been too busy paddling her own canoe for the last three years to have time for her first date, football games and hobbies…" (Durbin November 1, 1964: F11). Despite the undermining and patronizing tone of the newspaper coverage, Perrier and Fox proved that they were accomplished athletes by earning a silver medal in the 500-meter tandem race and accomplished this training themselves without the benefit of a coach (Brown 2020: 73; Durbin November 1, 1964: F11; Price et al. 2013: 25). Leading up to the games, the team would practice over a 500-meter course as much as three times a day (Lamborne September 18, 1964: E2). Fox went on to be a member at both the WCC and later the PBC and continued racing until 1974 (Brown 2020: 72).



Figure 65: Photograph of Gloriane "Glo" Perrier (left) and Francine Fox (right) after they won silver medals at the 1964 Tokyo Olympics in the 500-meter tandem kayak race. 1964. Figure from: Brown "Images of America: Washington Canoe Club," 2020. Courtesy of the WCC and Christopher N. Brown.

WATERFRONT REDEVELOPMENT AND INSTALLATION OF THE POTOMAC INTERCEPTOR (1960-1971)

The industries of the Georgetown waterfront had started to wane by the early 1960s and although the building stock along the river was primarily industrial, a growing number of the area's buildings and structures stood vacant (*Washington Post* February 22, 1960: B1). By 1961, some Georgetown residents advocated for an urban renewal plan to change the waterfront's character from industrial to mixed use residential. The National Capital Planning Commission (NCPC) released the results of a two-year study of Georgetown's waterfront in November 1961. The study recommended redeveloping 97 acres of the waterfront in close proximity to the CLI boundary just east of Key Bridge:

> *The Program would clear away all existing smokestacks, fat-rendering plants and other industrial structures from the banks of the Potomac River and the Chesapeake and Ohio Canal… In their place would be a strip of waterside parks, bordering an*

> *assortment of town houses, masonettes and small apartment buildings… The only buildings permitted would be those of 'architectural or historic significance," houses of 'distinct quality" and 'certain essential public and semi-public' structures… The report suggests that businesses and factories moved from the area be relocated in other parts of Washington, such as along the Anacostia River or on Bolling Field… The suggested program would require removal of the Baltimore and Ohio railroad [sic] spur line, concrete and lumber plants and would necessitate double-decking the proposed Potomac River Freeway instead of constructing two parallel roads (Clopton November 5, 1961: A1).*

The area under study for potential urban renewal spanned east of Key Bridge to Rock Creek Park with M Street NW defining the northern boundary and extending south to the Potomac River. The term "blight" was applied by the media in describing the industrial waterfront in Georgetown at this time and it was clearly considered to be incongruous with the upscale image of the residential area of the neighborhood:

> *The gateway to Washington from Key Bridge is historic Georgetown, but a visitor would hardly guess that he [sic] is entering one of the city's most fashionable residential sections… Many Georgetown residents are distressed by this façade of commercial and industrial blight, but the differ as to how it should be erased. The basic question is whether they should turn to urban renewal or stick with basic enterprise (Jackson December 27, 1961: B2).*

The local interest groups opposing an urban renewal plan included the Progressive Citizens Association spearheaded by residents and the Georgetown Business Property Owners Association. The former sought to control development on the waterfront through zoning, while the latter aimed to make improvements to the existing buildings through private action (Jackson December 27, 1961: B2; Jackson January 13, 1962: C1). William E. Finley, director of the NCPC spoke on behalf of the commission stating that a program was needed, "…to prevent the area from being overbuilt with high office and apartment buildings… Such overbuilding is bound to take place under present circumstances, since the former industrial land is coming on the market" (*Washington Post* January 8, 1962: B1). Rosslyn in Arlington, Virginia was held up as a model of a waterfront that had been improperly managed and overwhelmed by high-rise development (Aarons September 27, 1964: B3).

As the decade progressed, Georgetown residents continued to by stymied by lack of consensus of what to do about the industrial corridor just east of Key Bridge, some of this inaction driven by fears of the white community that affordable, high-density housing would increase the racial diversity of the predominately white parts of the Georgetown neighborhood: "…[Georgetown citizens] angrily rejected a promising plan, largely because it was labeled 'urban renewal'… They

had visions of bulldozed deserts, high-density housing projects for low-income people of all races and disregard of historic values" (Von Eckardt March 28, 1965: G10). Note that Georgetown historically had a substantial Black population and the relatively low population of Black residents in the area in the 1960s was a relatively recent occurrence. Around 1750, about one-third of Georgetown's population was Black and in 1800 the area had 1,449 enslaved Black residents and 277 free Black residents out of a total of 5,120 people (almost 34 percent). In 1870, the Black population of the Georgetown neighborhood had increased to 3,271 out of 11,384 residents (almost 29 percent). During the early decades of the 20th century, Georgetown's Black population remained relatively high and was nearly 30 percent in 1930. However, by 1960 this population had decreased to less than nine percent, due in part to displacement caused by restrictions associated with the Old Georgetown Act (discussed above) (Devaney 2019).

Despite the lack of a cohesive plan for redevelopment most of the industrial building stock in the 97 acres east of Key Bridge was demolished between 1969 and 1974 and was paved over for parking by 1983 (Figure 66, Figure 67) (Arlington County Government 1969; Arlington County Government 1974; Arlington County Government 1983). In the early 2000s, much of the area was developed into the Georgetown Waterfront Park, bolstering the recreational use of the area immediately east of the CLI boundary (Friends of Georgetown Waterfront Park 2023). The Georgetown Waterfront Park is managed by the NPS as part of Rock Creek Park (ROCR).

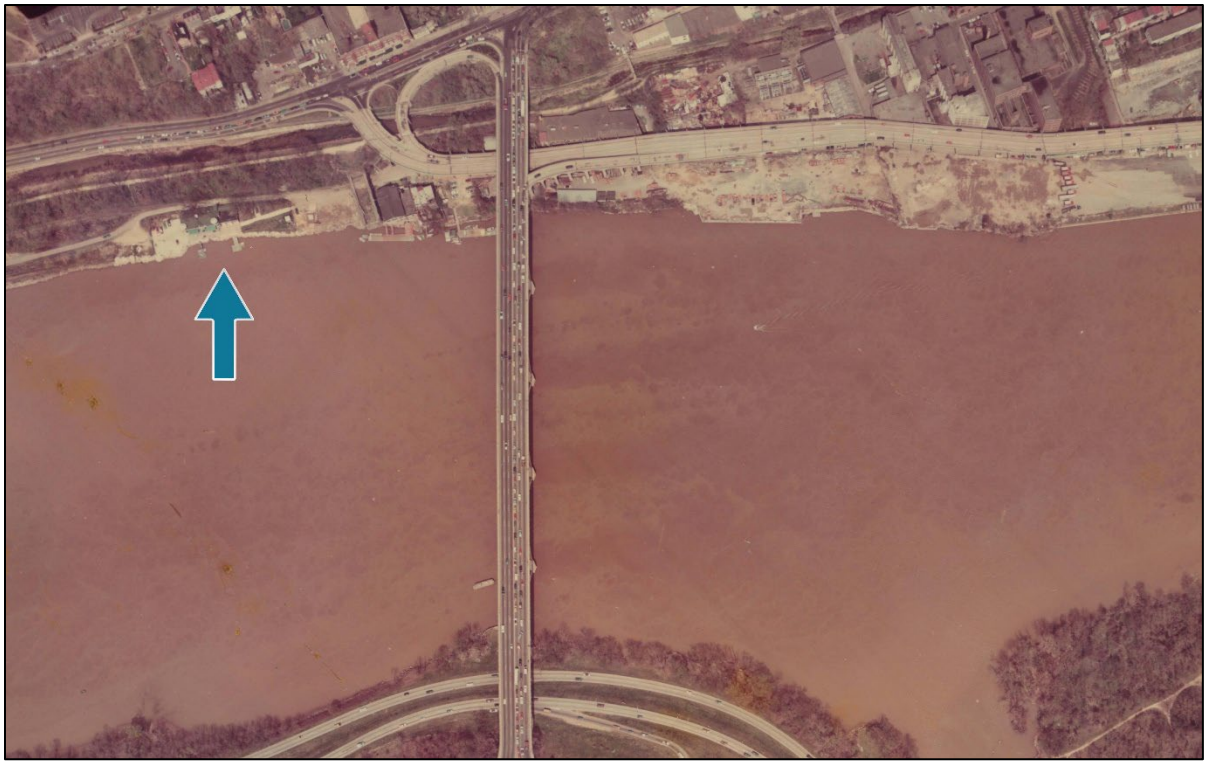


Figure 66: Detail of an aerial photograph taken in 1974 showing the Georgetown waterfront around the Key Bridge, including the formerly industrial area east of the bridge. The WCC cultural landscape is indicated by the blue arrow. "Aerial Photographic Map of Arlington County, Virginia," 1974. Arlington County, Virginia Maps (https://gis.arlingtonva.us, accessed 2022).



Figure 67: Detail of an aerial photograph taken in 1983 showing the Georgetown waterfront around the Key Bridge, including the formerly industrial area east of the bridge paved over for use as a parking lot. The WCC cultural landscape is indicated by the blue arrow. "Aerial Photographic Map of Arlington County, Virginia," 1983. Arlington County, Virginia Maps (https://gis.arlingtonva.us, accessed 2022).

On June 12, 1960, Congress enacted Public Law 86-515 authorizing the DC Council in consultation with the NCPC and the National Capital Regional Planning Council to develop a plan for, "…a sanitary interceptor and trunk sewer line to extend from Dulles International Airport to the District of Columbia system… which shall be of sufficient capacity to provide service for such airport and for the expected community growth and development in the adjacent areas in the States of Maryland and Virginia…" (Council of the District of Columbia 2022; P.L. 86-515 1960.). This project would necessitate changes to the river's shoreline in and around the CLI boundary, including filling portions of the riverbank to enable emergency access to the new infrastructure (Harris Hughes et al. 2021: 24). It is likely that the District of Columbia used an existing easement for a sewer right-of-way granted by the B&O Railroad in 1912 and in 1921, although the proximity to WCC of the right-of-way is uncertain (Price et al. 2013: 12). DC Sanitary Director David V. Auld identified that the new trunkline sewer system could negatively impact the C&O Canal as it would, "…create a not necessarily desirable demand for land along its

route" (Carberry October 5, 1960: B1). The project's aim to provide municipal sewer access to the Washington, DC, suburbs represented, "…the first time the city [DC] has extended substantial operations into suburbia for purposes that do not directly benefit the District itself," and from its inception, planners anticipated that it would generate new residential subdivisions, particularly in Virginia (Elsen December 8, 1963: K2).

As the project progressed, the sewer pipe became known as the Potomac Interceptor (also called the Dulles Interceptor) and it was installed along the shoreline meeting with the Washington Suburban Sanitary Commission (WSSC) lines from Montgomery County near the Key Bridge just west of the CLI boundary (Price et al. 2013: 13). A portion of the Georgetown Level of the C&O Canal was drained to accommodate installation of the subterranean line, including the area directly north of the WCC boathouse (*Washington Post* November 6, 1964: B3). The portion of the sewer line within the CLI boundary was installed sometime between the winter of 1966-1967 and 1968 (*Evening Star* March 16, 1969: 87; *Washington Post* May 8, 1966: 9). The USACE laid a 15-foot-wide concrete apron south of the WCC to cover the eight-foot diameter pipe, cutting the boathouse off from its former direct connection to the river along the southern elevation (Brown 2020: 125; Harris Hughes et al. 2021: 33, 65). The finished grade of the concrete apron was approximately ten inches higher, which changed the building's proportions by shortening the first floor and increasing water infiltration into the building from the north, particularly in the west boat storage area (Harris Hughes et al. 2021: 24, 26). The WCC also had to change the configuration of the docks and floats to accommodate the sewer line and the concrete apron (Price et al. 2013: 33). The parking area and associated turf west of the boathouse within the CLI boundary was installed at this time, as well (Harris Hughes et al. 2021: 65; Price et al. 2013: 36).

During this time, in response to site changes brought by construction of the Potomac Interceptor, the WCC used donated concrete from two nearby concrete mixing companies to backfill around the sewer and to reinforce the boathouse foundations. Both the demolition of the aqueduct piers in 1962 and the construction of the interceptor changed the river's dynamics around the WCC and caused water to stagnate under the boathouse (Harris Hughes et al. 2021: 65; Price et al. 2013: 33). In an attempt to mitigate standing water on the ground floor, the first-floor slab was raised to meet the height of the concrete apron (Harris Hughes et al. 2021: 65). The WCC members removed most of the wooden floorboards on the first floor and poured the leftover concrete around the building's foundational piers leaving uneven and heavily textured flooring (Harris Hughes et al. 2021: 26; Price et al. 2013: 13).

In 1967 and 1968, The DC Sanitary Commission identified multiple complications arising from the Potomac Interceptor's installation, including leakage into the bed of the canal, structural undermining of the towpath and associated collapse of the pathway, and erosion (Price et al. 2013: 12, 13). A 1968 history of Georgetown jointly published by the NPS and the US Commission of Fine Arts described how the WCC boathouse appeared shortly after the installation of the sewer line:

> *Representative of the new uses of the waterfront and the new architectural styles around the turn of the century is the Washington Canoe Club. The club house is in the shingle [sic] style… Buildings and houses in the shingle [sic] style proliferated at the summer resorts of the wealthy of that era. The style was an obvious choice for the design of a recreational building... The ground floor is given over almost entirely to the canoes, while the second floor contains the club house facilities. Recessed at the western end of the second floor is the men's dressing room and at the eastern end, the lounge. In between is a ballroom ornamented by columns supporting the hipped ceiling at either end and by built-in benches. At the north end, or inland side, is a brick fireplace, and at the opposite end, on the water side, is a wooden bandstand (US Commission of Fine Arts and National Park Service 1968: 80).*

While the pipe and apron adjacent to the WCC were installed between 1966 and 1968, work was delayed due to controversy over a proposed Whitehurst Freeway connection over the Three Sisters Islands half a mile upriver from the WCC (*Evening Star* March 16, 1969: 87; Price et al. 2013: 13; *Washington Post* May 8, 1966: 9). The WSSC filed suit against Washington, DC, in December 1970 to force the latter to complete the Potomac Interceptor:

> *The District of Columbia is constructing the interceptor with financial assistance from Maryland and Virginia. It has postponed work on a 3,000-foot section along the path of the planned freeway connection with the Three Sisters Bridge until the bridge site and approach road locations are determined and the Blue Plains plant is enlarged… WSSC currently pumps sewage from western Montgomery down lines under Rock Creek to the Dulles-Potomac interceptor sewer. Overflows of raw sewage frequently occur near Key Bridge where the two systems meet [immediately east of the CLI boundary] (Levy December 31, 1970: B1).*

The freeway connection would have included a bridge spanning the Potomac River and proposed access ramps running through the boathouse site, necessitating demolition of both the WCC and the remaining abutment of the Aqueduct Bridge:

> *Ernest L. Millar, [Washington Canoe Club]… commodore, explained that the outbound approach from the Whitehurst Freeway to the span would go through the clubhouse. The inbound route, a four-lane tunnel, would go in front of the building,*

> *but probably would not cause damage, since it would be underground… Millar said club members want their building saved, and that this could be done by changing the outbound approach to the Three Sisters span so as to go behind the club. This also would save the aqueduct… If, he added, this is not possible, then members want to be assured another suitable location for the club will be found and the club building moved (Birchfield November 5, 1971: 53).*

Members of the WCC joined in riverside protests spearheaded by the Canoe Cruisers Association and other interest groups (Brown 2020: 123). Following a decade of public opposition, the proposed Three Sisters Bridge was abandoned (Brown 2020: 123). Work on the interceptor near WCC was finally completed around 1971 (Price et al. 2013: 13). The Aqueduct Bridge abutment and the WCC boathouse were both listed as Washington, DC, city landmarks in 1973, just two years after being threatened by the freeway development (District of Columbia Government 2009: 127, 167).

CHANGES TO THE WCC BOATHOUSE AND REPAIRS FOLLOWING HURRICANE AGNES (1970-1975)

Around 1970, the WCC's steel bridge over the railroad tracks was removed and the club lost its direct connection to the C&O Canal and towpath (the impetus for this change is not clear) (Brown 2020: 46; Harris Hughes et al. 2021: 27). The railway operated until 1985 (the line was formally abandoned in 1986) (Coalition for the Capital Crescent Trail 2023b). The railway tracks were removed as part of the establishment of the Capital Crescent Trail, which was dedicated in 1996 (Coalition for the Capital Crescent Trail 2023a; Coalition for the Capital Crescent Trail 2023b). Refer to the section entitled *Planning for the Capital Crescent Trail and New Boathouses along the Georgetown Waterfront (1985-2008)* for additional information. At the same time the bridge was removed north of the boathouse, the WCC constructed a new slightly elevated wooden porch covered by a shed roof framing the entrance on the north elevation (Harris Hughes et al. 2021: 33).

In June 1972, Hurricane Agnes led to flooding across the eastern United States, resulting in substantial damage. The entire first story of the WCC was submerged during this flood. Member Dan Havens dove into the water from the second floor to retrieve boats and equipment immediately following the flood (Brown 2020: 122; Price et al. 2013: 13). Another club member, Joe Lederle led projects to repair the first floor and install supports to the roof over the ballroom on the second, which the club completed in 1976 (Harris Hughes et al. 2021: 27; Price et al. 2013: 12). The hurricane damaged the wooden framing at the base of the exterior walls along west and north sides of building and the WCC replaced this with concrete masonry units (Harris Hughes et

al. 2021: 27). The flood also damaged the grill room and kitchen, and club members repaired the walls with galvanized metal lath covered in cement plaster and reinforced the spaces with steel columns and beams. Four fixed windows were also added to the north elevation at this time (Harris Hughes et al. 2021: 29). The frieze in the grill room was negatively impacted during this and previous floods when the first floor was submerged. WCC member Charles "Charlie" Lundmark restored the frieze between 1981 and 1982 (Bird 1991: 7-4; Harris Hughes et al. 2021: 78; Price et al. 2013: 15; Randell and Charnov 2019: 4).

Hurricane Agnes also impacted the C&O Canal. The storm eroded the waterway and caused 26 breaks along 66 miles of the canal's towpath, rendering it impassible, including at the Georgetown Level (Shaffer 1997: 89). The extent of the damage to the towpath within the WCC CLI boundary is uncertain. The towpath from Georgetown to Seneca (with the exception of Widewater) was repaired in 1974 partly relying on funding allocated to parks to prepare for the 1976 Bicentennial of the United States (Elder and Weldon 2018: 174; Shaffer 1997: 95). A 1974 Historic Structure Report (HSR) for the canal prism noted that the 22 miles of the canal between Georgetown and Seneca received heavy visitation and as such, this section, including the towpath, should be "…restored to its operating appearance to interpret the construction, maintenance, and operation of the canal" (Unrau 1974: 7). Work related to this proposed restoration included grading the towpaths and berms to match historic dimensions and resurfacing the towpath using "…the best available native materials along the canal in a manner consistent with rendering the path reasonably free from erosion, breakage, and rutting…" (Unrau 1974: 8). The extent to which the NPS carried out the recommendations in this HSR is unknown.

In the mid-1970s, the WCC converted the roof deck into a workroom, enclosing the space and replacing the floor's framing and columns to support the additional structural load (Bird 1991: 7-4; Harris Hughes et al. 2021: 5, 79). The work was completed by members, including Dan Havens, rather than hired contractors (Price et al. 2013: 11). It is likely that an extant door on the second story of the east elevation leading to an exterior set of wooden steps was added at this time (the steps were removed in 2020) (Harris Hughes et al. 2021: 29).

The 1970s brought some notable changes to paddling sports as well as the boathouse. Up to this point, the PBC trained paddlers and sustained "intense paddling rivalries and many joint memberships" with the WCC, but around 1970 PBC became primarily a rowing club (Brown 2020: 39). The passage of Title IX in 1972, prohibiting sex-based discrimination in federally funded education, led to greater access to competitive sports for girls and young women in school, which translated to increased involvement in competitive sports for women outside of

school, too. The number of girls and women participating in kayaking at the WCC increased during this period, following this larger trend. Four elite kayakers, Jackie Scribner, Nancy Purves, Theresa DiMarino, and Linda Dragan represented the WCC during this period. In 1978, the four-person kayak team won the national championships for the 500-meter. All except Scribner went on to represent the United States during Olympic games in 1984 and 1988 (the United States boycotted the 1980 Moscow Olympics) (Brown 2020: 74).

There was also a rise in the number of Black people participating in recreational boating throughout the United States at this time, partly due to greater access to formerly racially segregated facilities and infrastructure:

> *Boating, once the exclusive hobby and sport of the wealthy, now has appeal to many men [sic] of moderate means, and black [sic] men have joined the sea-going parade… Down the Chesapeake Bay, two boating clubs are fast gaining distinction in the field, the Neptune Yacht Club of Baltimore, Md. And the Seafarers Yacht Club of Washington, [DC]… And the ranks of these boating clubs are swelling annually as shorter work weeks, longer holiday weekends and better paying jobs provide greater leisure time and a little more money to spend to make living more comfortable and pleasurable… It is a grand switch because only a quarter of century ago, black [sic] boat owners were few and difficult to find. In many instances, two decades ago, they could not rent a spot on the popular piers (Mantell August 9, 1975: A4).*

Additional research is needed to understand if and how the WCC, PBC, and other traditionally white boat clubs on the Potomac River in the Washington, DC, area racially integrated during this period.

THE C&O CANAL BECOMES A NATIONAL PARK (1971-1973)

Congress established the Chesapeake and Ohio (C&O) Canal National Historical Park (CHOH) on January 8, 1971, with Public Law 91-664 (Cianci Salvatore and Potter 2015: 8-224; Harris Hughes et al. 2021: 13). The new park unit included the lands from the C&O National Monument between Seneca and Cumberland that was designated by President Dwight Eisenhower in 1961 as well as the remaining portion of the canal extending to Rock Creek (Cianci Salvatore and Potter 2015: 8-224). The establishment of the park led to increased land protections around the WCC, but it also made building upriver from the club less viable for new boat clubs. As a result, the WCC was more isolated than it had been previously (Brown 2020: 27). The 1970s signaled a change in the general character along the canal, its industrial fabric was replaced with taller multi-use residential, office buildings, high-end retail stores, and apartment buildings (Elder and Weldon 2018: 109). NPS continued to acquire additional land to expand CHOH through the

1980s in accordance with the park's legislation (Elder and Weldon 2018: 108-109). The WCC boathouse was designated a Washington, DC, historic landmark on January 23, 1973 (District of Columbia Government 2009: 167; Price et al. 2013: 27).

PLANNING FOR THE CAPITAL CRESCENT TRAIL AND NEW BOATHOUSES ALONG THE GEORGETOWN WATERFRONT (1985-2009)

The CSX Railroad, a conglomerate that had by this point taken over operation of the Georgetown Branch, formally abandoned the rail line in 1986, but trains stopped running along the spur the previous year in 1985 (Coalition for the Capital Crescent Trail 2023b; Phillips April 17, 1988: 62). The line was used to deliver coal to the General Services Administration steam plant near 29th and K Streets NW by the 1960s and continued to deliver coal to heat the facility until the line was abandoned (Phillips April 17, 1988: 62; *Washington Post* January 21, 1962: B1). Members of the WCC were concerned that the line's abandonment would lead to increased shoreline and road development along the rail's former right-of-way, which would negatively impact the club and their enjoyment of the river (Brown 2020: 121). Christopher N. Brown (who later became a WCC member) assumed the role of chair of the Coalition for the Capital Crescent, an alliance between 27 interest groups looking to establish a trail on the former rail line. Although another railroad company, Montgomery County, and private developers proposed alternate uses for the right-of-way, the majority of the 11-mile rail line ultimately was secured for public use as the Capital Crescent Trail under the combined auspices of the NPS and Montgomery County (Coalition for the Capital Crescent Trail 2023a; Coalition for the Capital Crescent Trail 2023b; Phillips April 17, 1988: 62). Montgomery County purchased the portion in Maryland up to Silver Spring in 1988 and the NPS purchased the remaining right-of-way within the District of Columbia in 1990 (Coalition for the Capital Crescent Trail 2023a; NPS 1990). The Capital Crescent Trail within Washington, DC, was absorbed into CHOH and the finished trail connected to a regional trail system, providing new bicycle and pedestrian access to the WCC cultural landscape (Brown 2020: 124). The portion of the trail between Bethesda, MD and Georgetown was dedicated in December 1996 (Figure 68) (Coalition for the Capital Crescent Trail 2023b).

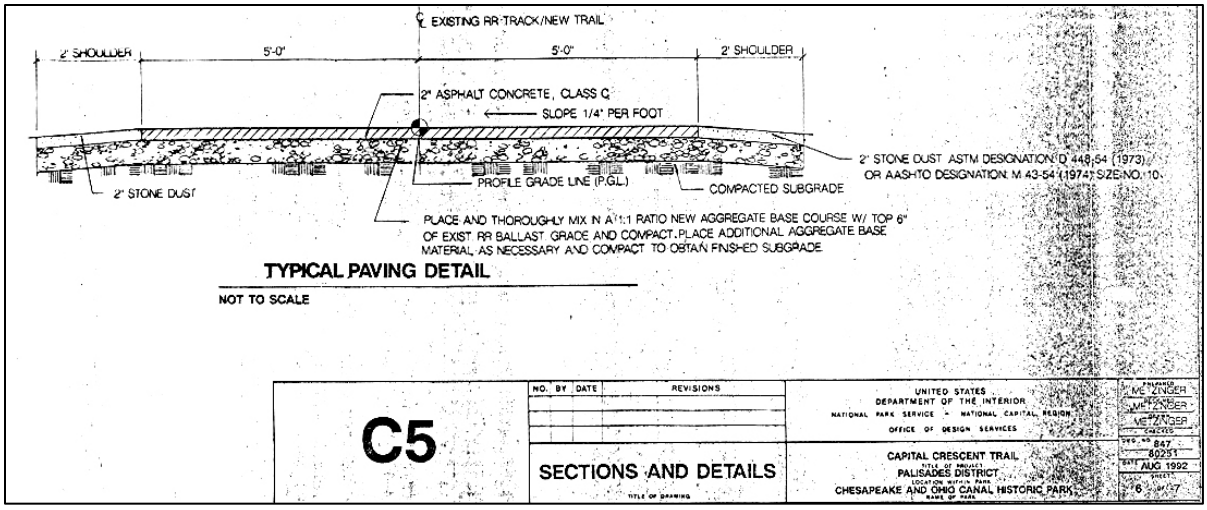


Figure 68: Paving detail taken from NPS plans to convert the Georgetown Branch railway into the Capital Crescent Trail. "Capital Crescent Trail, Palisades District, Chesapeake and Ohio Canal Historic Park (847 80251)," 1992. CHOH Digital Archives/NPS Electronic Technical Information Center (eTIC).

Mary Garland, the WCC's first and only female president served from 1986-1988 and in 1993 (Brown 2020: 67, 76). By this time, Washington, DC, land records referred to the location of the WCC as part of Square 1180, Lot 1 and a SUP from 1988 lists the lot size as 96 feet by 157 feet (Price et al. 2013: 1, 8). During this period, the WCC's Norman Bellingham teamed up with Greg Barton at the 1988 Olympic Games in Seoul and won the gold medal for the 500-meter kayak (K-2) race (Brown 2020: 84; Price et al. 2013: 25). The last year that a member of the WCC was on the US Olympic team for paddling was 1996 (Brown 2020: 84).

During this period, some aspects of WCC's activities were changing. The WCC fielded a ten-women team that competed in a dragon boat in the early 1990s, traveling internationally to compete. The team moved to an Anacostia River location by the mid-1990s and is no longer affiliated with the WCC (Brown 2020: 79). The WCC acquired its first two outrigger canoes for six paddlers (OC-6) in the late 1990s and it started fielding men's and women's teams to compete each year in Hawaii (Brown 2020: 79). The WCC also augmented its WCC Juniors program at this time, with summer camps that trained youth in paddling, swimming, and taught participants about the ecology of the Potomac River (Brown 2020: 83). As part of this effort, the WCC began hosting an array of youth from Washington, DC, to expose them to paddling sports (Brown 2020: 118; Price et al. 2013: 6). WCC member Kathy Summers introduced the relatively new discipline of stand-up paddling to the Washington, DC, area in 2008 and helped to develop safety protocols for practicing the sport on the Potomac River near Washington, DC (Brown 2020: 80).

Around 1989 to 1991, the third floor of the west tower was used to house visiting coaches and paddlers and both the first and second floors of the eastern addition were used to store boats (Bird 1991: 7-4). Canoe standard sizes changed in 1992 and this necessitated changing the storage area configuration and two club members replaced the structural support system in the eastern addition to accomplish this (Harris Hughes et al. 2021: 5, 79). The work increased storage capacity by 30 percent and the WCC replaced the wooden roll-up doors with overhead metal roll-up doors on the eastern bay (Harris Hughes et al. 2021: 29, 79). The club added a ramp to the boathouse's north elevation above the stairs leading to porch in 1995, although this feature was removed by 2020 (Harris Hughes et al. 2021: 29). The WCC competed additional alterations to the boathouse between 2005 and 2008. The wooden frames and flooring of the balcony were replaced due to deterioration and the south wall at the first story was reconstructed, which included changes to doors and windows on this elevation (Harris Hughes et al. 2021: 29). The door replacements at this time restored the heights of the doors to their pre-Potomac Interceptor and concrete apron dimensions in the west boat storage area on the ground floor by removing shingle courses (Harris Hughes et al. 2021: 62).

Beginning in 1987 and continuing for the following two decades, various groups made proposals for multiple new boathouses along the Georgetown waterfront, partly to meet the rising demand for boathouse space as boating saw a rise in popularity nationally (Price et al. 2013: 28; Ross June 25, 1992: 16). At the time, the area east of Key Bridge was in transition from its former industrial use and a planned waterfront park. The Georgetown Citizen's Association held concerns that new boathouses around Key Bridge would potentially encroach on the desired waterfront park (Price et al. 2013: 28). The NPS conducted studies of the waterfront land under their ownership during this period partly in response to Georgetown University's efforts to build a boathouse near their campus. The NPS had limited ability to plan for the area east of Key Bridge during this period as the agency was still in negotiations to acquire the property from Washington, DC, which was using the property as a parking lot and for gravel storage (Figure 67) (Ross June 25, 1992: 16).

In 1989, as land acquisitions for the development of the Capital Crescent Trail were still in progress, Georgetown University acquired a parcel from CSX upriver of the WCC to build a boathouse or other university related facility. The CSX granted the university land with an access easement on November 21, 1989, however, the deed contained covenants restricting building on the parcel so that only a boathouse could be built (Price et al. 2013: 28, 29). The Coalition for the Capital Crescent Trail which opposed any waterfront development that could negatively impact

the nascent trail along the former rail line, also weighed in on plans for additional boathouses along the waterfront. A land exchange was proposed which would put a new Georgetown Boathouse immediately upriver of the WCC (Price et al. 2013: 28, 29). By the early 2000s, Georgetown University unveiled plans for a 33,000-square-foot riverside facility 1,200 feet west of Key Bridge standing 63 feet above the water (Mopsik July 13, 2003: B8). Members of the WCC joined numerous environmental and recreation groups in opposition to the proposal:

> *Those who oppose the boathouse, however, say the structure's size threatens to disrupt the river, a nearby walking and biking trail and scenic views… "This thing is ridiculously tall. It is grotesque in terms of its size," said Larry Schuette, a member of the Washington Canoe Club, whose 10,000-square-foot boathouse abuts the land on which Georgetown hopes to build. "I refuse to believe that placing a building twice as tall, long and deep as ours just 100 feet from our building is aesthetically valid" (Nakamura May 14, 2003: VAB1).*

Although the Georgetown University boathouse progressed further than other project proposed for a new facility along the Georgetown waterfront since the 1980s, the controversy surrounding the university's designs succeeded in blocking the boathouse from actually being constructed. As of 2023, no new boathouses have been built in the vicinity of the WCC west of Key Bridge.

Jack's boathouse, located east of the PBC, began to renegotiate their lease with the NPS around 2009, as it was situated on land within Rock Creek Park. The NPS ultimately decided to evict the owners and to continue operation of boat rentals, including canoes, as a concession similar to those operated at Fletcher's Boathouse and Thompson's Boat Center (Klein December 24, 2012; Price et al. 2013: 29). The business reopened as Key Bridge Boathouse in 2013 and as of 2023 is run by a company called Boating in DC (Boating in DC 2023; Price et al. 2013: 30).

WCC BOATHOUSE STRUCTURAL ASSESSMENT AND PLANS FOR REHABILITATION (2010-PRESENT)

From CHOH's establishment in 1971 until 2007, NPS supplemented their lease agreements with the WCC with SUPs that allowed the club to continue to operate their boathouse (Harris Hughes et al. 2021: 32; Price et al. 2013: 8). However, in 2007 all SUPs that pre-dated establishment of the park came under review by the Department of the Interior's Office of the Inspector General and the results of the office's survey led to alteration of the footprint of the fence around the WCC boathouse to allow greater public access to the waterfront (Price et al. 2013: 14, 30). The WCC increased their dues between 2007 and 2013 to cover additional expenses incurred during this period. Although some members chose to leave with the due increase, the membership averaged

about 200 people during this period (Price et al. 2013: 4). Membership has continued to increase and as of 2020 the club had about 300 members (Kelly November 16, 2020).

After 2007, the NPS and WCC negotiated a series of short-term leases until 2019, when the two entities entered into a 60-year agreement (Harris Hughes et al. 2021: 32). While the WCC successfully extended their lease following the Department of the Interior's survey of privatized activities on park lands, the NPS identified code violations during a safety inspection, leading to concerns over the structural soundness of the building (Price et al. 2013: 30). In 2010, the NPS, which owns the building and the land where it is situated, determined the boathouse was structurally unsound (Harris Hughes et al. 2021: 6, 29; Price et al. 2013: 31). The structural engineering firm McMullan & Associates performed a survey that found that the boathouse had "…moderate to severe rot in several locations throughout the structure" and the firm recommended that "…the framing be repaired, particularly the roof framing and supporting walls…" and that "…at a minimum the posts and bearing walls be repaired prior to any occupancy" (McMullan & Associates 2010: 1). The 2021 HSR for the WCC boathouse further summarizes the findings of this report, particularly regarding the building's foundations:

> *Their report concluded that the structural system was in poor condition and was inadequate to support the required loads. The wood posts that make up the structure exhibited moderate to severe rot, and they sat slab-on-grade with no foundation or connection, instead sitting on pieces of blocking at the base (Harris Hughes et al. 2021: 63).*

The NPS conducted a fire and life safety inspection in 2010 and the building remained completely unoccupied until early spring 2013, when the NPS implemented temporary measures to improve the structural integrity of the building allowing it to be partially reopened (Harris Hughes et al. 2021: 6; Price et al. 2013: 31). The mitigation was based on a design by McMullan & Associates and installed in two phases. The first phase was completed between September and December 2010 and included temporary pipe columns and wooden cross-bracing added to portions of the interior. The second phase, implemented between November 2011 and January 2012, prepared the eastern storage area for continued occupation while the rest of the boathouse remained vacant (Harris Hughes et al. 2021: 64). The westernmost roll-up door of the eastern addition was mostly infilled at this time and replaced by a pedestrian door and the NPS installed plywood over the building's windows as a protective measure (Harris Hughes et al. 2021: 57, 63; Price et al. 2013: 34).

NPS's Historic Preservation Training Center (HPTC) and The Protection Engineering Group, Inc. (TPEG) cooperated to examine the building's foundations in 2013 and they identified significant water infiltration during their testing (Harris Hughes et al. 2021: 65, 66). The interior slab of the boathouse's foundation consisted of a top slab that measured between two-and-a-quarter inches and four-and-a-half inches, on top of a three-inch gravel or sand bed, resting on top of an approximately 15-inch lower slab, likely with the earlier wooden piers embedded in it (Harris Hughes et al. 2021: 65). The HPTC produced a Historic Structure Assessment Report (HSAR) with the following recommendations:

> *The recommended treatment is maintaining the interim stabilization with short term repairs and preservation maintenance followed by a comprehensive rehabilitation which would return the building to a good, usable condition… Overall, the building is in poor condition with some features in fair or good condition. An enhanced stabilization treatment plan should be implemented within one year. Continued maintenance of the extant mothballing treatment and structural stabilization is the recommended treatment during this interim time period (HPTC 2014: 5.1).*

TPEG performed another condition assessment for structural components in April 2014, although no additional stabilization was completed in response to either TPEG's assessment or the HSAR (Harris Hughes et al. 2021: 64).

In October of 2014, the NPS began to develop and Environmental Assessment (EA) for the Georgetown Nonmotorized Boathouse Zone Development Plan, which looks at an area extending from 34th Street NW to a point about a quarter mile upriver (west) of Key Bridge, entirely encompassing the WCC CLI boundary (NPS PEPC 54903). The NPS performed an initial feasibility study for this zone between 2011 and 2013 (NPS PEPC 39727). The resulting report found that:

> *Current demand for recreational facilities was documented through a public comment period and stakeholder interview process in which users identified the extent of current use, issues and problems associated with existing facilities, modifications or renovation of existing facilities and new facilities that could be constructed to better accommodate current and projected demand… This study confirms an unabated demand for boathouses to serve rowers and paddlers as well as a demand for use of the Capital Crescent Trail located adjacent to the nonmotorized boathouse zone… Although there was no true consensus on the preferred number or type of facilities, there was general agreement that access to the river should be enhanced with some level of additional boathouse development and other types of access… The Washington Canoe Club structure should remain (Louis Berger Group 2013: i).*

The EA that included an Assessment of Effects for the Georgetown Nonmotorized Boathouse Zone Development Plan was completed in June 2016. The action alternative in this report (Alternative 2: Nonmotorized Boathouse Zone) preserves the WCC boathouse providing for, "…general site restoration, rehabilitation of the structure, reconfiguring or removing the fenced yard, altering the authorized access driveway so that it services the facility, and providing controlled public access across the Washington Canoe Club apron…" and the installation of a viewing terrace on top of the aqueduct abutment (NPS 2016: 4, 21). This alternative has not been implemented as of 2023.

The WCC boathouse remains unoccupied as of 2023 except for first floor storage area in the eastern bay. However, the docks and land around the boathouse continue to be used by WCC members to launch their boats from the docks and to meet to train, socialize, and host paddling events. The WCC continues to be involved in competition and mentoring the next generation of paddling youth. WCC member and coach Debby Page (née Smith) championed paracanoe events for paddlers with disabilities starting in 2009 and these events were first part of the Paralympics in 2016 (Brown 2020: 71; Price et al. 2013: 39). As of 2019, the range of canoes and kayaks used by WCC members include: high-kneel Olympic-style canoe (C-1 and C-2), 1-person, 2-person, and 6-person outrigger canoe (OC-1, OC-2, OC-6), solo and tandem sprint kayak, sit-on-top kayak, sea kayak, surf ski, stand-up paddleboard, marathon canoe (solo, tandem, quad), war canoe, and traditional recreational canoe (solo, tandem) (Brown 2020: 80; Brown 2023a: personal communication).

The NPS and WCC began to coordinate on rehabilitation of the boathouse in early 2020, following finalization of a 60-year lease between the NPS and the WCC organization in 2019 (CHOH March 5, 2020; NPS 2019; NPS PEPC 94688). Note that this lease was amended in December 2022 to state that the United States of America (acting through the NPS) owns the WCC boathouse (NPS 2022). The planned rehabilitation includes raising the building's western bay above the 100-year flood elevation and installing a new foundation on micro-pile supports (NPS PEPC 94688). The 2019 lease allows for temporary expansion of the fence line at the western boundary of the WCC organization's leased area to allow for additional boat storage as the boathouse rehabilitation work is completed (NPS PEPC 93377). Around this same time, DC Water and Sewer Authority renewed plans to install the Potomac River Tunnel (PRT) under the Georgetown waterfront with an access shaft within the WCC CLI boundary (Brown 2020: 121; Kreisa et al. 2022: i). Since 2021, additional equipment for the Potomac River Tunnel CSO 28 have

been installed on site near the enclosure on the canal berm associated with the Upper Potomac Interceptor (UPI) (Ebersole and Boyle 2023: personal communication).

The WCC engaged the firms cox graae + spack architects (now known as CGS Architects) and Matteo Cobb Collaborative (MCC) Architectural Engineers in 2017 to create a conceptual design for the WCC boathouse that include adaptations to mitigate flood risk in future (cox graae + spack architects 2020; Harris Hughes et al. 2021: 4). As part of this process, the firm EHT Traceries prepared an HSR in 2021 (mentioned above) with treatment recommendations to guide the design. The HSR divides the building into preservation zones (Figure 69, Figure 70, Figure 71) (Harris Hughes et al. 2021: 40, 41):

- Zone 1 calls for restoration, including the replacement of missing historic features based on documentary evidence.
- Zone 2 calls for preservation with a focus on retention, repair, and maintenance of extant historic features.
- Zone 3 is applied to areas of the lowest significance and/or integrity and calls for new work that is compatible and differentiated from historic material.
- Zone 3A identifies areas that were significantly altered following the Period of Significance and therefore have a greater tolerance for change.

As of 2023, CHOH and the WCC continue to work through consultation to rehabilitate the boathouse with the DC Historic Preservation Office and other stakeholders as required under Section 106 of the National Historic Preservation Act.

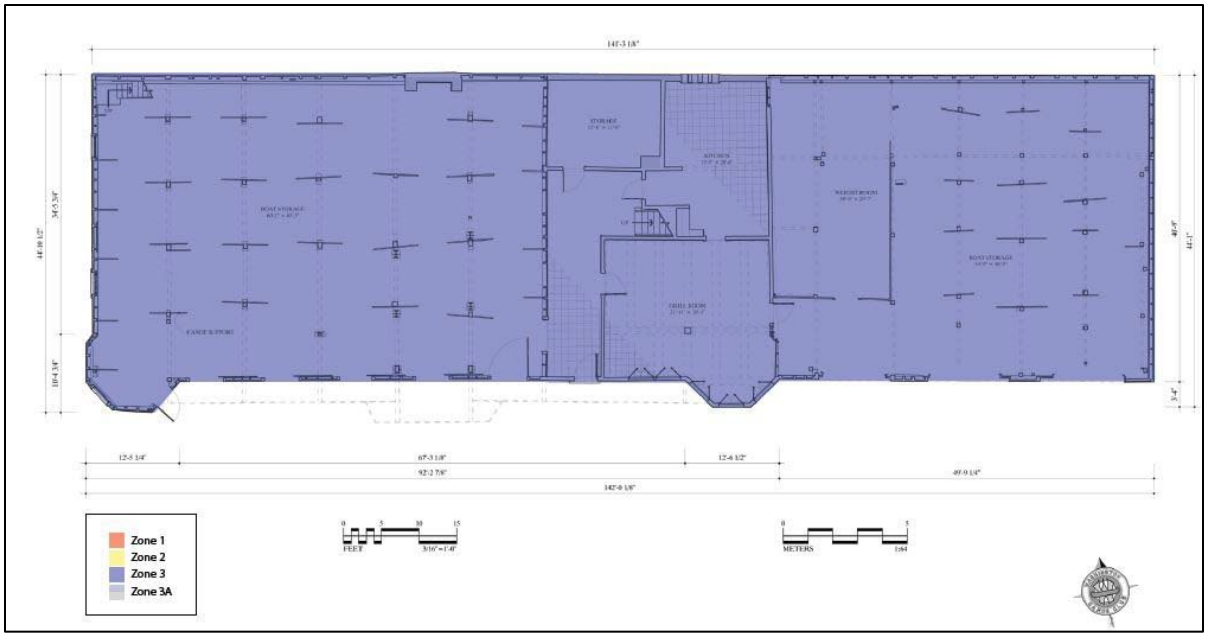


Figure 69: Preservation Zoning Diagram, First Floor created by EHT Traceries. Figure from: Harris Hughes et al. "Washington Canoe Club: Historic Structure Report, Volume I: Site History, Existing Conditions, and Recommendations for Treatment," 2021. Integrated Resource Management Applications (IRMA) (https://irma.nps.gov, accessed 2022).

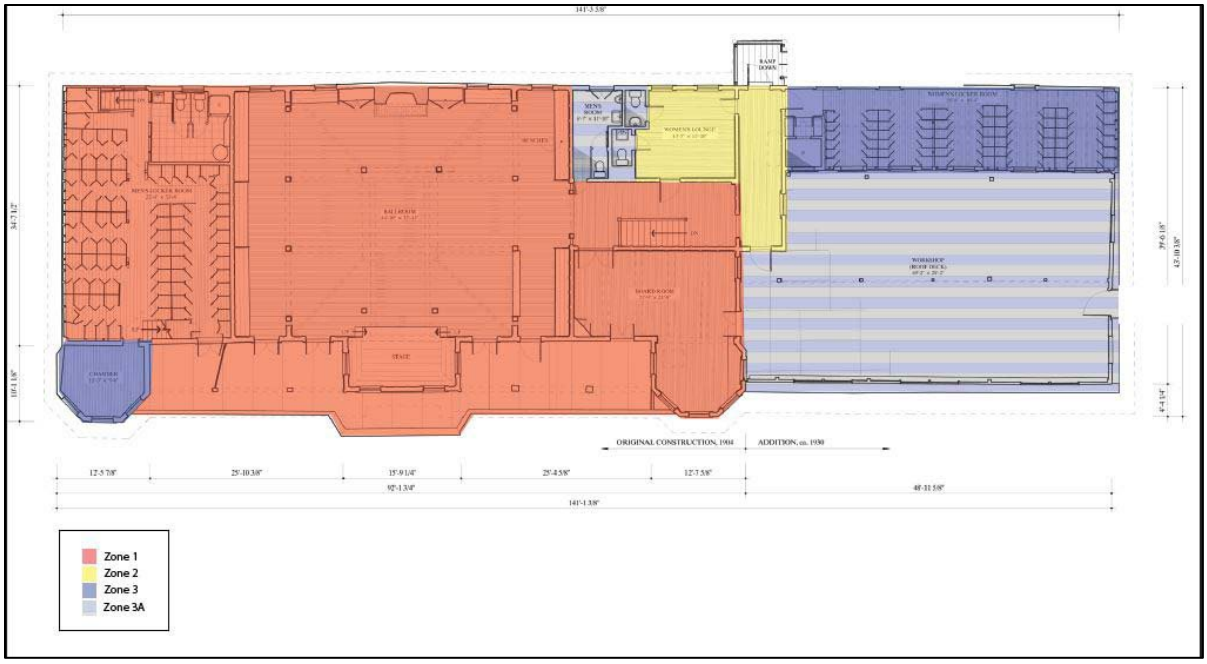


Figure 70: Preservation Zoning Diagram, Second Floor created by EHT Traceries. Figure from: Harris Hughes et al. "Washington Canoe Club: Historic Structure Report, Volume I: Site History, Existing Conditions, and Recommendations for Treatment," 2021. Integrated Resource Management Applications (IRMA) (https://irma.nps.gov, accessed 2022).



Figure 71: Preservation Zoning Diagram, South and East Elevations created by EHT Traceries. Figure from: Harris Hughes et al. "Washington Canoe Club: Historic Structure Report, Volume I: Site History, Existing Conditions, and Recommendations for Treatment," 2021. Integrated Resource Management Applications (IRMA) (https://irma.nps.gov, accessed 2022).

Analysis & Evaluation

Analysis and Evaluation Summary

This section analyzes the historic and existing conditions of the Washington Canoe Club (WCC) cultural landscape and provides an evaluation of the site's integrity. This information is organized as an inventory of landscape characteristics and associated features maintained in the Cultural Resources Inventory System – Cultural Landscapes (CRIS-CL) database. The WCC (CRIS-CL # 976173) is a component landscape of the Georgetown Area cultural landscape (CRIS-CL # 975990). Both the Georgetown Area and the WCC are part of the Chesapeake and Ohio Canal National Historical Park (CHOH) (CRIS-CL # 600268), a unit within the National Park Service (NPS) system.

The following analysis considers the landscape characteristics and features that were extant during the WCC's period of significance and compares these conditions against what is extant in the cultural landscape in the present day. The WCC is significant at the state level under National Register of Historic Places (NRHP) Criteria A and C. The period of significance spans 1905, the year that club's boathouse was built, to 1966, the final year before the WCC boathouse was drastically altered by the insertion of the Potomac Interceptor sewer line in front of the boathouse (see the National Register Information section of this report for details). The WCC's landscape characteristics and associated features convey the property's historic significance and as such, this comparative analysis determines the overall integrity of the cultural landscape. The inventory assigns each associated feature a status of contributing, non-contributing, or undetermined based on its relationship to the WCC's historic significance.

The elements determined to be contributing are character-defining features of the WCC cultural landscape. For landscape features to be contributing, they need to have been present during the property's period of significance and retain integrity to that period. If a feature is listed as non-contributing, then it either was not present during the historic period or it lacks the ability to convey the property's significance. Non-contributing features may be determined "compatible" or "incompatible" in order to help guide resource management decisions, but they do not need to be sorted into these subcategories. Compatible features do not detract from the property's historic significance or otherwise diminish its integrity. Incompatible features are those that diminish a property's historic character or integrity. Features are "undetermined" if further research is needed beyond the scope of the Cultural Landscapes Inventory (CLI) to ascertain the date and significance of the feature in relation to the property's historic period. Features that

post-date the property's period of significance but support its historic significance or integrity may be given the status "managed as a cultural resource."

The WCC cultural landscape comprises features within the following landscape characteristics: natural systems and features, spatial organization, land use, cultural traditions, topography, circulation, buildings and structures, views and vistas, constructed water features, small-scale features, and archeological sites. Landscape features may fit under several landscape characteristics. Therefore, some landscape features are discussed in the narratives of multiple landscape characteristics in this section. However, each feature is inventoried only once within the table associated with its primary landscape characteristic.

Natural Systems and Features:

The underlying geology and hydrological processes of the Potomac River that impact the shoreline of the CLI boundary are consistent with the site's period of significance. The biotite-hornblende tonalite bedrock of the Potomac terrane and the tidal action of the Potomac River and its impacts are both contributing features under this landscape characteristic. The property retains integrity of natural systems and features.

Spatial Organization:

The Chesapeake & Ohio (C&O) Canal and its towpath, which provided an armature for the cultural landscape; the northern abutment of the Potomac Aqueduct/Aqueduct Bridge; the Georgetown Branch right-of-way (now the Capital Crescent Trail); and the WCC boathouse are each key features associated with the industrial and recreational history of the WCC cultural landscape that defined the site's spaces during its period of significance. These features continue to define the spatial organization of the site in the present day. The WCC cultural landscape retains integrity of spatial organization.

Land Use:

The recreational use of the WCC cultural landscape continues into the present day, with the WCC boathouse's use by its founding organization (initial construction 1905). Later recreational uses that post-date the cultural landscape's period of significance such as the establishment of CHOH (1971) and the Capital Crescent Trail (1988-1996) augment this historically significant land use. The WCC cultural landscape retains a high degree of integrity of land use.

Cultural Traditions:

Currently comprising about 300 members, the WCC demonstrates continuity as a community from its period of significance to the present day (Kelly November 16, 2020). As of 2019, WCC members use a range of craft including the high-kneel Olympic-style canoe (C-1 and C-2), 1-person, 2-person, and 6-person outrigger canoe (OC-1, OC-2, OC-6), solo and tandem sprint kayak, sit-on-top kayak, sea kayak, surf ski, stand-up paddleboard, marathon canoe (solo, tandem, quad), war canoe, and traditional recreational canoe (solo, tandem) (Brown 2020: 80; Brown 2023a: personal communication). The WCC boathouse remains closed due to structural concerns except for first floor storage area in the eastern bay, but club members continue to use the docks and land immediately around the boathouse. The WCC cultural landscape is strongly associated with the cultural traditions of competitive flatwater paddling and the social events hosted along the Georgetown waterfront by boating clubs. The WCC cultural landscape retains a high degree of integrity of cultural traditions.

Topography:

In the present day, the WCC boathouse's northern elevation remains in the same location as it occupied during the cultural landscape's period of significance (DC GIS 2008). The northern abutment of the demolished Potomac Aqueduct/Aqueduct Bridge remains in situ, acting as a retaining wall at the point where the feature intersects with the C&O Canal berm. This berm, rising about 26 feet above the WCC boathouse and the Capital Crescent Trail (formerly the right-of-way of the Georgetown Branch of the B&O Railroad), is the most prominent topographic feature within the CLI boundary. The WCC cultural landscape retains a high degree of integrity of topography.

Circulation:

WCC members continue to access the Potomac River from the southside of the boathouse as they did during the site's period of significance. Furthermore, the C&O Canal's towpath traverses the cultural landscape as it did historically, and the intersection of this resource and the northern abutment of the former Potomac Aqueduct/Aqueduct Bridge is extant although partially altered by fill (Ebersole and Boyle 2023: personal communication). The WCC cultural landscape retains integrity of circulation.

Buildings and Structures:

The WCC boathouse and northern abutment of the Potomac Aqueduct/Aqueduct Bridge are extant within the cultural landscape and are important features dating to the site's period of

significance. The Aqueduct Bridge's abutment was both an organizational feature of the historical boathouse row and also an area where spectators could watch paddling events on the Potomac River. Although Dempsey's boathouse and a number of the cultural landscape's other historic buildings and structures are no longer extant, these remaining features convey the site's history as a boathouse row and recreational landscape. The WCC cultural landscape retains integrity of buildings and structures.

Views and Vistas:

The significant views and vistas of the WCC cultural landscape dating to its period of significance remain, although altered by development along the Virginia shore and the loss of features such as Dempsey's boathouse, the aqueduct superstructure, and the steel bridge connecting the WCC boathouse to the towpath. Key views from the WCC boathouse, the Potomac Aqueduct/Aqueduct Bridge's northern abutment, and the C&O Canal are intact. Despite minor changes to its views and vistas, the WCC cultural landscape exhibits integrity of this landscape characteristic.

Constructed Water Features:

The canal prism that bisects the WCC cultural landscape retains its historic dimensions and clay lining (Ebersole and Boyle 2023: personal communication; Elder and Weldon 2018: 147). This is the only constructed water feature within the cultural landscape that dates to the period of significance and the portion within the CLI boundary conveys the historical connection between the WCC boathouse and the waterway. The WCC cultural landscape retains a high degree of integrity of constructed water features.

Small-Scale Features:

The remaining small-scale features within the WCC cultural landscape dating to the period of significance are the circular sign displaying the WCC canoe club logo and ironwork around the eastern perimeter of the aqueduct abutment. These significant small-scale features within the WCC cultural landscape are representative of both the industrial and recreational history of the site. The property retains integrity of small-scale features.

Archeological Sites:

There are two aboveground archeological sites that contribute to the overall significance of the WCC cultural landscape, specifically the Analostan Mills headrace and pipe and the remains of the steel bridge that led from the towpath to the WCC boathouse. The headrace and pipe is the

only known physical material visible within the cultural landscape connected to the site's mill complex. The steel bridge footer is significant for making legible the connection between the boathouse and the C&O Canal, which spanned over the Georgetown Branch, demonstrating how recreational and industrial land uses overlapped in this space. The WCC cultural landscape retains integrity of archeological sites.

INTEGRITY

Historic integrity is the ability of a property to convey it significance through both its extant physical characteristics and cultural associations that are associated with its period(s) of significance. The NRHP identifies seven aspects of integrity to be considered when evaluating a property: location, design, setting, materials, workmanship, feeling, and association. A property must demonstrate several or all the aspects of integrity to qualify for listing in the NRHP. The summary below examines the WCC cultural landscape in relation to the seven aspects of integrity. The definitions for the seven aspects of integrity detailed below are adapted from National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (1997).

Location: The place where a historic property was constructed, or a feature was introduced during the historic period. The WCC boathouse and other extant features within the CLI boundary such as the nearby C&O Canal and towpath, the Georgetown Branch (also known as the Georgetown Spur) right-of-way, and the Aqueduct Bridge's northern abutment remain in the same location that they occupied during the property's period of significance. Although a flood in 1957 displaced the boathouse five feet downstream, it was returned to its former location shortly thereafter. While Dempsey's boathouse east of the WCC boathouse and the boat storage sheds to the west of it are no longer extant, the WCC boathouse's location in relation to the extant features within the CLI boundary described above, as well as adjacent features outside the boundary, such as the Potomac River, the Potomac Boat Club (PBC), and the Key Bridge convey the historic spatial organization and orient the WCC boathouse within the larger context of the Georgetown Waterfront and its former boathouse row. Therefore, the WCC cultural landscape retains integrity of location.

Design: The combination of elements that create the form, plan, space, structure, and style of a historic property. The WCC cultural landscape is vernacular, therefore its design is a palimpsest that emerged both over the course of its historic period (1905-1966) and in response to elements that pre-date this period. These factors include the Potomac River and aspects of Georgetown's industrial waterfront such as the C&O Canal, the Potomac Aqueduct/Aqueduct Bridge, and the Washington & Western Maryland Railroad Company/ Baltimore & Ohio (B&O) Railroad's

Georgetown Branch. The extant fabric within and immediately adjacent to the WCC boathouse convey the overall site design through circulation, structures, and land use associated with the site's historic significance. While the proportions of the first floor of the WCC boathouse were negatively impacted by the construction of the Potomac Interceptor between 1966 and 1968, its overall form and massing remain the same. Furthermore, the building is still recognizable in the Shingle style designed by architect George Percival Hales. For these reasons, the WCC cultural landscape retains integrity of design.

Setting: The character of the physical environment of a historic property. The WCC cultural landscape has experienced substantial changes that alter its setting from its period of significance. Although the building remains in situ oriented towards the Potomac River, the neighboring buildings associated with Dempsey's boathouse are no longer extant, diminishing the legibility of the former boathouse row, and the Georgetown Branch has been converted into the Capital Crescent Trail, substantially changing the industrial character of the landscape directly north of the boathouse. Similarly, although the C&O Canal was converted into a national park in 1971, the recreational use of the Georgetown Level was established during the period of significance with the improvements of the canal and towpath completed by Civilian Conservation Corps (CCC) labor between 1938 and 1942. The access to the Potomac River from the WCC boathouse was interrupted by the insertion of the Potomac Interceptor and accompanying concrete apron, although the visual connection between the boathouse and the river are consistent with the property's period of significance. Views of the Key Bridge similarly reflect the historic condition following the removal of all but one of the Aqueduct Bridge piers in 1962. While views from the WCC across the river to Rosslyn in Arlington County, Virginia, remain uninterrupted, these have changed substantially since the period of significance due to the increase of high-rise development on the Virginia side. During the period of significance, Rosslyn's waterfront was also industrial. Given the loss of the cohesive boathouse row, change in the industrial nature of the site, and to the views across the river, the WCC cultural landscape does not retain integrity of setting.

Materials: The physical elements of a particular period in a particular pattern or configuration an include construction materials, paving, plants, and other features of a historic property. Much of the material of the WCC boathouse remains unchanged since the period of significance and this includes wooden detailing, shingle exterior siding, and exposed brick chimneys. The stone blocks that make up the northern abutment of the former Aqueduct Bridge are also unchanged. Furthermore, the naturalized shoreline vegetation is consistent with the site's historic condition.

The shoreline material immediately in front of the boathouse was changed outside of the WCC's period of significance when the US Army Corps of Engineers (USACE) added a concrete apron to cover the Potomac Interceptor sewer line and the materials of the Georgetown Branch rail line were completely removed in the late 1980s as part of the development of the Capital Crescent Trail. Despite these changes to some surrounding materials, the WCC cultural landscape retains integrity of materials, due to the extensive historic materials exhibited by the boathouse and the Aqueduct Bridge abutment.

Workmanship: The physical evidence of the crafts, design, and/or construction techniques of a historic period. The WCC boathouse demonstrates numerous elements typical of Shingle style architecture, including complex massing clad in wooden shingles, turrets, a second-floor balcony, rafter tails on roof overhangs, and louvered octagonal cupola. The rusticated, random ashlar blocks hewn of stone that comprise the northern abutment of the former Aqueduct Bridge and its arches demonstrate construction of techniques associated with the 19th century aqueduct and early 20th century railroad spur. The shoreline supporting the abutment of the former Aqueduct Bridge is fill material from the installation of the Georgetown Branch between 1909 and 1910 and exemplifies earth building techniques from the period. The WCC cultural landscape retains integrity of workmanship.

Feeling: A property's expression of the historic sense of a particular period. The WCC's integrity of feeling has been marginally negatively impacted by the change of views across the Potomac River towards Rosslyn in Arlington County, Virginia, as well as by changes to the industrial nature of the surrounding area, particularly the removal of the Georgetown Branch rail line. However, the continued recreational use of the WCC boathouse and its relationship to resources within and adjacent to the CLI boundary, including the Potomac River, the abutment of the former Aqueduct Bridge, the C&O Canal and towpath, the PBC, and Key Bridge convey the historic feeling of riverside recreation along the Georgetown waterfront. For these reasons, the WCC cultural landscape retains integrity of feeling.

Association: The direct link between an important historic event, pattern, or person and a historic property. The WCC cultural landscape retains a strong association with the paddling club founded in 1904 that was responsible for constructing and maintaining the boathouse through the present-day. The consistent presence of one club occupying this part of the Potomac River along the Georgetown waterfront has led to continuity of land use and cultural traditions for over one hundred years. Furthermore, the continuing occupation by the WCC of the boathouse, as well as the occupation of the PBC and Key Bridge Boathouse (formerly Jack's) immediately east of the

CLI boundary (both outside of CHOH managed lands) convey the boating community that has existed in this location since the cultural landscape's period of significance. The boathouse itself, with its Shingle style architecture, is associated with larger trends in shoreside recreational architecture between the late 19th and the first decade of the 20th centuries. The WCC cultural landscape retains a high degree of integrity of association.

The WCC cultural landscape retains integrity of location, design, materials, workmanship, feeling, and association, thereby exhibiting six of the seven aspects of integrity as defined by the NRHP.

Landscape Characteristics and Features

The following analysis describes the historic and existing condition of the WCC's landscape characteristics and associated features. These features are inventoried and given a contribution determination status of contributing, non-contributing, or undetermined (refer to the landscape characteristics summary above for details regarding these determinations). This inventory also incorporates a Facility Management Software System (FMSS) crosswalk to identify features with existing corresponding locations and/or assets in the FMSS, as well as corresponding Cultural Resources Inventory System – Historic Structures (CRIS-HS) numbers as applicable.

Natural Systems and Features

Natural systems and features are the natural aspects that have influenced the development and physical form of the landscape, and can include geology, geomorphology, hydrology, ecology, climate, and native vegetation.

Historic Condition:

The WCC cultural landscape is located along the Georgetown Waterfront, between the tidal Potomac River and the C&O Canal and towpath. The Potomac River formed about two-million years ago during the Pleistocene (also known as the Ice Age) and it has occupied approximately the same location since its formation (Garrison and Lester 2017: 32). The land traversed by the Potomac River in the present day was not covered in ice mass during the Pleistocene, but it was responsive to the great climatic changes of the period. The ice mass to the north had tremendous weight and it pressed the earth's crust below it. As a result, the land to the south of the ice mass was pushed upwards causing the land around the Potomac River to rise and the bed of the Potomac River became deeper. This older, wider channel of the Potomac River created a terrace, and as sea level dropped about 33,000 years ago, it caused the river's water to run faster, creating higher water velocity and forming the Potomac Gorge. This rapid downcutting ended

approximately between 13,000 and 8,000 years ago and the Potomac River has been a tidal estuary since about this time. The river was responding to the major geological and climatic forces of the time. Glacial sheets began to retreat about 19,000 years ago and a meltwater pulse about 7,800 years ago may have drowned the lower Potomac valley from the Chesapeake Bay up to Great Falls, which may explain why the river stopped cutting into the gorge near the falls around this time (Fiedel, Bedell, and LeeDecker 2005: 8-9).

The climate of the northern hemisphere warmed rapidly beginning about 11,500 years ago and by 9,000 years ago the temperature was commensurate to that of the present day. This climatic change led in a change in vegetation across eastern North America. In the Mid-Atlantic region, the forests formerly dominated by spruce (*Picea* spp.) and pine (*Pinus* spp.) were replaced with species of oak (*Quercus* spp.), chestnut (*Castanea* spp.), hickory (*Carya* spp.), and other deciduous trees (Fiedel, Bedell, and LeeDecker 2005: 20). Many animals of the Pleistocene went extinct during this time and were replaced by white-tailed deer, elk, black bears, racoons, and squirrels (Fiedel, Bedell, and LeeDecker 2005: 20).

The present-day location of the WCC is south of the Potomac River fall line or fall zone within the Potomac terrane of the Piedmont physiographic province, straddling the igneous and metamorphic crystalline bedrock of the Piedmont and the alluvial soils of the Coastal Plain (Figure 4). These regions extend from New Jersey to Georgia and falls are created at the point where the Piedmont meets the clay and silt of the Coastal Plain (Bedell, Raszick, and Katz 2020: 6). Historically, this area of the river, which is characterized by waterfalls and rapids, was densely occupied by Native American villages, although the level of occupation along the waterfront varied over time as during some periods the falls of the Potomac River may have been a boundary zone between different cultural groups of the Coastal Plain and the Piedmont (Bedell, Raszick, and Katz 2020: 9). By the 18th century, European colonizers formed major settlements around the fall line, including Georgetown (established 1751 and incorporated in 1789) (Southworth et al. 2001: 5-6, 32).

The geology of the Potomac terrane comprises metasedimentary and metavolcanic rocks initially deposited along faults during the Neoproterozoic and Early Cambrian ages about 550 million years ago (Southworth et al. 2001: 32). The bedrock geology of the WCC CLI boundary consists of biotite-hornblende tonalite (Ogh). The surficial and bedrock geological conditions in the immediate vicinity of the WCC are characterized by igneous rocks of the Georgetown Intrusive Suite, which includes biotite-hornblende tonalite, but also some gabbro (Ogg) and biotite tonalite (Ogb) (Southworth et al. 2001: 34).

While the underlying geology surrounding the WCC has remained unchanged since the club's founding, during and immediately after the WCC's period of significance changes were made to the soils of the shoreline impacting the boathouses foundations and its immediate vicinity. The WCC boathouse was designed to project over the Potomac River on pilings or piers made of ten-inch by ten-inch posts of southern yellow pine (Brown 2020: 19). In the early 1910s, the USACE installed riprap above (west of) the boathouse and a cement retaining wall may have been installed to shore up the boathouse's foundations around 1917 (Harris Hughes et al. 2021: 21; Price et al. 2013: 10). These operations may have included some addition of fill to the shoreline, although further research is needed to ascertain this point. However, it is known that the B&O Railroad built out the shoreline between the WCC boathouse and the Aqueduct Bridge's northern abutment with fill between 1909 and 1910 as part of their construction of the Georgetown Branch (Brown 2020: 32). Riprap was again installed in the vicinity of the WCC in 1962, using debris from the demolished piers of the Aqueduct Bridge (Bird 1991: 7-2; Harris Hughes et al. 2021: 65). However, the area under the WCC boathouse that rested on pilings was not reinforced with riprap, which led to the water stagnating under the building (Bird 1991: 7-2). Construction on the Potomac Interceptor began in the winter of 1966-1967 in the area around the WCC, including within the CLI boundary. This new infrastructure passed between the boathouse and the river and the USACE built a concrete apron south of the building that covered the eight-foot diameter pipe, changing the contours of the shoreline at this point (Brown 2020: 125; Harris Hughes et al. 2021: 33, 65).

Photographs dating to the WCC cultural landscape's period of significance shows that the shoreline vegetation around the WCC and Dempsey's was naturalistic comprising volunteer woody and herbaceous species that were distributed through natural systems including the Potomac River, wind, and wildlife (Figure 27, Figure 33, Figure 35, Figure 50). However, the relative age of woody vegetation in the vicinity of the boathouse row compared to that immediately west indicate that the WCC members and Dempsey's owners were periodically clearing vegetation, perhaps on a cyclical basis. There is no indication in the archival records that vegetation was intentionally planted along Georgetown's boathouse row during the historic period.

The Potomac River is tidal in this area, measuring 980 feet across at Key Bridge at the end of the 20th century (Zen 1997: 43). It fluctuates with tides of the Atlantic Ocean and its shoal water is cut through by deep channels (Chappell 1973: 1; Garrison and Lester 2017: 34). The Foundry Branch, located about a half mile upriver from the WCC west of the CLI boundary, drained into the

Potomac River near the Three Sisters Islands. The WCC and Dempsey's boathouses were situated in an area of the river where an eddy forms, which slowed the river's water dynamics in this location and reduced the impacts of flood events to this area of the shore (Brown 2020: 45). The eddy was likely due to a combination of bathymetric/topographic conditions and the effect that the Potomac Aqueduct/Aqueduct Bridge's piers had on the water dynamics in this part of the Potomac River.

Despite the advantages of the WCC's location, the boathouse has been periodically impacted by major flooding events. In February 1918, the water levels crested at 13.8 feet above normal levels in Georgetown as the river thawed and the WCC and Dempsey's both sustained extensive damages (NOAA 2023; *Washington Post* February 15, 1918: 1; *Washington Post* February 16, 1918: 2; *Washington Post* February 18, 1918: 2). In the spring of 1924, the boathouse row was again inundated during a large flood, but the impact to the WCC and Dempsey's in this instance was relatively minor (Price et al. 2013: 26; *Washington Post* April 1, 1924: 5). The row was less fortunate in March 1936 when the Georgetown waterfront was inundated by a record-breaking flood (Emery 1938: 52). The WCC was inundated to 15 inches above the level of the second floor (Harris Hughes et al. 2021: 6, 24; Price et al. 2013: 26; *Washington Post* March 20, 1936: 21). In 1957, a flood displaced the WCC boathouse from its pilings five feet downstream and the club used borrowed railway equipment to move it back to its foundations (Bird 1991: 7-4; Harris Hughes et al. 2021: 24; Price et al. 2013: 12, 13, 26). Hurricane Agnes flooded the first floor of the WCC boathouse in June of 1972, necessitating repairs that took several years to complete (Brown 2020: 122; Harris Hughes et al. 2021: 27). Notable flooding of the Georgetown waterfront also occurred in 1937, 1942, 1948, 1952, 1955, 1985, and 1996 (Brown 2020: 45; Harris Hughes et al. 2021: 48). Over time and as weather prediction methods improved, the WCC members developed a system for securing the boathouse and craft against floods that would take about six hours to complete (Price et al. 2013: 13).

The National Oceanic and Atmospheric Administration (NOAA) maintains records of historical flooding within Georgetown that support the newspaper accounts of flooding related in the previous paragraph. The gauge is located about a half mile downriver from the WCC between Key Bridge and the waterfront's intersection with Wisconsin Avenue NW (east of the bridge). It uses the zero level of the Washington Mean Low Water as defined by USACE as its vertical datum, which corresponds with NAVD88 -2.26 ft and NGVD 29 -1.41 ft. NOAA gives the following historical crest heights for flooding at this gauge: February 1918 crested at 13.8 feet above the datum, March 1936 crested at 17.30 feet, and June 1972 crested at 15.45 feet. The largest flood

recorded by NOAA's Georgetown gauge occurred in October 1942 when the water crested at 17.72 feet (NOAA 2023). While records do not indicate substantial damage to the WCC boathouse during this event, this flooding did damage much of the improvements completed by the CCC to the C&O Canal and towpath between 1939 and 1940 (Mackintosh 1991: 46).

Existing Conditions:

When the Potomac River waters rise to ten feet above Washington Mean Low Water, the WCC and PBC immediately east of the CLI boundary flood. Although over the last decade Potomac River water levels in the Georgetown area have remained below ten feet above Washington Mean Low Water, the WCC boathouse and surrounding area remain vulnerable to flooding (NOAA 2023). Refer to the Historic Condition section above for details on the vertical datum used by NOAA. The WCC boathouse, Potomac Aqueduct/Aqueduct Bridge abutment, and Capital Crescent Trail within the CLI boundary are located in the Federal Emergency Agency's (FEMA) Special Flood Hazard Area (SFHA) Zone AE with a one percent annual chance of flood (100-year flood). The C&O Canal and towpath within the CLI boundary fall outside of FEMA's 0.2 percent annual chance floodplain (FEMA 2023).

The US Department of Agriculture (USDA) soil mapping demonstrates that the land within the CLI boundary is made up of Udorthents and other urban fill on slopes ranging between zero and 15 percent (USDA 2023). A recent archeological investigation confirmed that fill in the CLI boundary reflected, "…the continual accretion of fill deposits associated with modern construction" and that the fill deposits ranged between nine and 16 feet in depth (Kreisa et al. 2022: 7-23). The WCC is located within the USDA plant hardiness zone 7a, where vegetation is hardy to between zero to five degrees Fahrenheit (USDA 2012). The river vegetation along the shoreline within the CLI boundary continues to be dominated by volunteer species distributed through natural systems. However, the vegetation immediately west and east of the club grows more densely than it did during the property's period of significance. Note that the shoreline was built out to accommodate the Potomac Interceptor between 1966 and 1967 as reflected in the USDA soil data, meaning that there was more land where vegetation could grow east of the building following this modification.

The NPS completed a baseline vegetation survey of this area in September 2020 and found that the area around the WCC boathouse is categorized as a combination of "Developed, High Intensity" (NLCD24), "Developed, Open Space" (NLCD21), and "Forested Open Space" (SF FORS) (Voznitza 2021: personal communication). The report details that in areas of high intensity development, impervious surfaces comprise 80 percent or more of landcover (NatureServe 2020:

279). The boathouse and abutment are in this category. The vegetation surrounding these two features are either dominated by grasses and other herbaceous vegetation with less than 20 percent impervious cover (NLCD21) or exhibit substantial tree canopy, which differs from successional and natural forests (SF FORS) (NatureServe 2020: 278, 279). (For additional details, see NatureServe 2020 and associated GIS data held by the Natural Resources and Science Division of the National Capital Regional Office; note that this data is under copyright: Copyright © 2020 NatureServe, 2550 South Clark Street, Suite 930, Arlington, VA 22202, U.S.A. All Rights Reserved). The following woody species are present within the CLI boundary: maples (*Acer* spp.), leatherleaf mahonia (*Berberis bealei*) paper mulberry (*Broussonetia papyrifera*), black walnut (*Juglans nigra*), Osage orange (*Maclura pomifera*), mulberry (*Morus* spp.), cherry trees (*Prunus* sp.), black locusts (*Robinia pseudoacacia*), and slippery elm (*Ulmus rubra*). CHOH park and regional staff have noted the following invasive species of vegetation in the vicinity of the WCC: tree of heaven (*Ailanthus altissima*), garlic mustard (*Alliaria petiolata*), Porcelain berry (*Ampelopsis brevipedunculata*), bamboo (*Bambusa* sp.), Lesser celandine (*Ficaria verna*), English ivy (Hedera helix), yellow iris (*Iris pseudacorus*), Chinese lespedeza (*Lespedeza cuneata*), amur honeysuckle (*Lonicera maackii*), princess tree (*Paulownia tomentosa*), wineberry (*Rubus phoenicolasius*), crown vetch (*Securigera varia*), ivy-leaf speedwell (*Veronica hederifolia*), periwinkle (*Vinca major*) (Landsman 2021: personal communication; Voznitza 2023: personal communication). The Potomac River, C&O Canal, and surrounding vegetation provide habitat for a number of animals including mallards (*Anas platyrhynchos*), great blue herons (*Ardea herodias*), and northern water snakes (*Nerodia sipedon*) (iNaturalist 2023; Landsman 2021: personal communication). The northern water snakes sun themselves on the concrete apron and floating docks of the WCC boathouse.

Analysis:

A number of natural systems and features present within the WCC cultural landscape during its period of significance are extant in the present day (Figure 72). Namely, these are the underlying geology of the site related to its location in the Potomac terrane, as well as the hydrological processes of the Potomac River that impact the shoreline within the CLI boundary. While the soil within the CLI boundary is composed of fill rather than parent material, the biotite-hornblende tonalite bedrock of the site remains in situ (Southworth et al. 2001: 35). Although altered by the installation of the Potomac Interceptor, the hydrological processes of the tidal Potomac River continue to impact the shoreline of the cultural landscape through processes of accretion and inundation, as well as seed distribution that maintains the naturalized character of the volunteer

vegetation that grows there (Figure 73, Figure 74). The property retains integrity of natural systems and features.

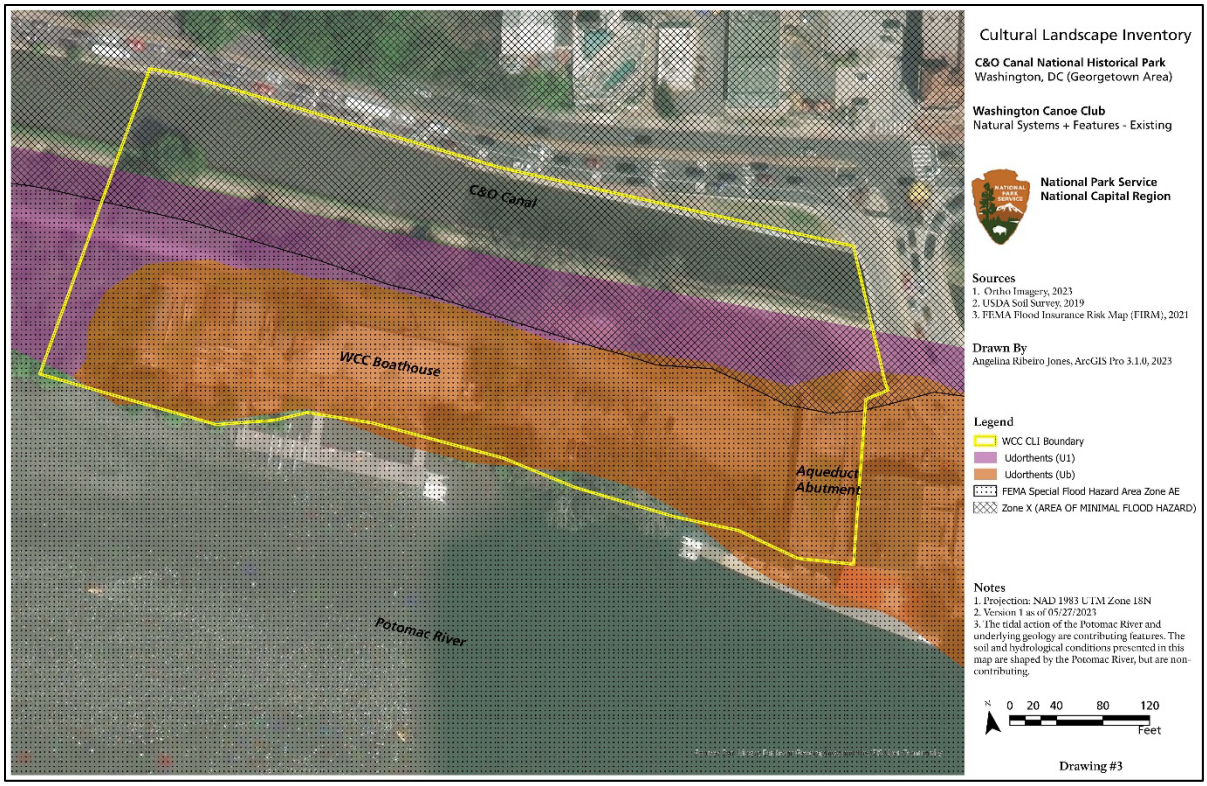


Figure 72: Natural Systems and Features Existing Conditions - Full size graphics are located at the end of this report.



Figure 73: Dense vegetation around the WCC boathouse, facing northeast. (NPS/Magill 2021)



Figure 74: Dense vegetation east of the WCC boathouse, facing east. (NPS/Magill 2021)

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Underlying geology associated Potomac terrane with comprising biotite-hornblende tonalite (Ogh)	**Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

Tidal action of the Potomac River and its impacts including volunteer shoreline vegetation	**Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

Spatial Organization

Spatial organization is the three-dimensional organization of physical forms and visual associations in a landscape, including the articulation of ground, vertical, and overhead planes that define and create spaces.

Historic Condition:

The features related to the spatial organization of the WCC boathouse cultural landscape can be organized into two overarching categories: industrial infrastructure and recreational destinations. These are summarized below respectively.

The C&O Canal Company built the C&O Canal between 1828 and 1850, with the Georgetown sections (Sections A and B) competed by 1831 (Elder and Weldon 2018: 45, 46, 48; Price et al. 2013: 7). The canal and its towpath, running parallel to the Potomac River in the vicinity of the CLI boundary, created the armature along which other features of the cultural landscape were developed. Between 1831 and 1843, the Alexandria Canal Company built the Alexandria Canal and Potomac Aqueduct (Elder and Weldon 2018: 54; Unrau 2007: 226, 445, 648; US Commission of Fine Arts and National Park Service 1968: 59). The northern abutment of the Potomac Aqueduct converged with the C&O Canal within the CLI boundary, at its eastern edge. Although the aqueduct was modified several times over the course of its history, its abutment remained an organizing feature of the cultural landscape through the property's period of significance. Furthermore, its piers adjacent to the boundary impacted the hydrology of the Potomac River at this point, which may have been a factor in the WCC selecting an adjacent parcel to lease from the C&O Canal when it built the first iteration of its boathouse (1905) (*Evening Star* December 28, 1905: 9; *Washington Post* August 2, 1905: 9; *Washington Times* December 6, 1905: 8). It is certain that the Aqueduct Bridge, the more common name for the converted thoroughfare after the superstructure was replaced in 1888, served as a viewing platform for spectators watching

paddling competitions and other water sports until the bridge was closed in 1923 following the opening of Key Bridge (Brown 2020: 50; Callcott 1996: 8-3; Elder and Weldon 2018: 77; US Commission of Fine Arts and National Park Service 1968: 60). The B&O Railroad's Georgetown Branch used a portion of the right-of-way occupied by the unfinished Washington & Western Maryland Railroad trestle when it was built between 1908 and 1910. However, due in part to the location of the WCC boathouse, the B&O Railroad ran its new spur north of this existing right-of-way within the CLI boundary (Brown 2020: 30, 31; Harris Hughes et al. 2021: 21, 31; *Washington Post* July 15, 1906: S1). The railroad also modified the Aqueduct Bridge abutment within the cultural landscape to accommodate its trains (Brown 2020: 32; Elder and Weldon 2018: 83; US Commission of Fine Arts and National Park Service 1968: 61). An electrical utility corridor was established during this period adjacent to the Georgetown Branch. This line included a utility pole installed near the eastern bay of the WCC boathouse along its northern elevation (Brown 2020: 46, 124).

The location of the WCC boathouse ultimately attracted other recreational boating facilities to the area around the northern abutment, leading to the formation of a boathouse row along the Georgetown waterfront. Dempsey's, named for the Georgetown University crew team coached Patrick Dempsey, moved from the Virginia shore to the parcel immediately west of the Aqueduct Bridge in early 1906 (Kreisa et al. 2022: 7-6; *Washington Post* March 8, 1906a: 8). However, the floating boathouse sank in August of 1906 and was returned to its moorings around 1908 (*Evening Star* September 16, 1906: 53; *Evening Star* October 7, 1909: 22; Kreisa et al. 2022: 7-6; *Washington Post* August 20, 1906: 6; *Washington Post* August 23, 1908: S4). The PBC relocated to immediately east of the Aqueduct Bridge abutment in July 1908 from their previous location east of present-day Wisconsin Avenue NW (*Washington Post* July 10, 1908: 9). Both Crampton's Boatyard and Warner's built facilities just upriver from the WCC near the Three Sisters Islands around this time (Brown 2020: 42-43). Jack's boathouse joined the row east of the PBC in 1945 (Brown 2020: 42-43). Although the only boathouses within the CLI boundary for certain were the WCC and Dempsey's, Warner's may have also had a storage facility just east of the WCC boathouse within the CLI boundary, but further research is needed to ascertain this point (Brown 2020: 44; Harris Hughes et al. 2021: 13).

The Potomac River located immediately south of the CLI boundary was, of course, also a very important organizing feature of this cultural landscape. The C&O Canal ran parallel to the river, the Potomac Aqueduct/Aqueduct Bridge crossed it, and the WCC boathouse and others on the row fronted directly on to the river via a system of ramps and docks. The insertion of the Potomac

Interceptor (construction began in the winter of 1966-1967) changed the way WCC boathouse interfaced with the Potomac River, particularly the arrangement of docks and access ramps, but it did not change the overall spatial organization and relationship between the cultural landscape and this body of water (*Evening Star* March 16, 1969: 87; *Washington Post* May 8, 1966: 9).

Existing Conditions:

In the present day, the WCC boathouse, concrete apron, and temporary outdoor storage area is surrounded by a chain-link fence, cutting the site off from pedestrian traffic (Figure 75, Figure 76). This barrier constitutes a change in the site's spatial arrangement that post-dates its period of significance, as does the insertion of the Potomac Interceptor and concrete apron, as its construction terminates the site's historic period. WCC members still access the Potomac River via the southern side of the WCC boathouse, although configuration of the floating docks differ from the historic period due in part to the placement of the concrete apron over the sewer line (Figure 77). The outdoor storage area west of the boathouse was temporarily enlarged by approximately 2,018 square feet in 2020 to offset the loss of the eastern outdoor storage area during rehabilitation of the boathouse (Figure 1) (Harris Hughes et al. 2021: 47; NPS 2019). The PBC boathouse, located immediately east of the CLI boundary, is the only other remaining early 20th century facility along the Georgetown waterfront (Brown 2020: 7; Price et al. 2013: 16). However, Jack's Boathouse (now called Key Bridge Boathouse) from circa 1945 is also extant east of the CLI boundary on property managed by Rock Creek Park. While these are not contributing features as they are outside of the CLI boundary, they serve to bolster the understanding of the spatial organization of the WCC boathouse in relation to other recreational boating facilities along the Georgetown waterfront.

Despite the addition of the chain-link fence and concrete apron immediately around the WCC boathouse, as described above, the overall relationship of the boathouse to the site's other remaining historic features remain intact. The Potomac Aqueduct/Aqueduct Bridge abutment frames the CLI boundary to the east, the C&O Canal and its towpath to the north, and the Potomac River shoreline to the south (Figure 78, Figure 79, Figure 80). Although the Georgetown Branch was converted to the Capital Crescent Trail between 1988 and 1996, the multi-modal path preserves the right-of-way of the rail line and its corresponding electrical utility corridor, even though the tracks were replaced with asphalt (Figure 81) (Coalition for the Capital Crescent Trail 2023a; Coalition for the Capital Crescent Trail 2023b; Phillips April 17, 1988: 62).

Analysis:

Key features associated with the industrial and recreational history of the WCC cultural landscape that defined the site's spaces during its period of significance remain in situ. These are primarily the C&O Canal and its towpath, which provided an armature for the site; the northern abutment of the Potomac Aqueduct/Aqueduct Bridge; the Georgetown Branch right-of-way (now the Capital Crescent Trail); and the WCC boathouse. These features continue to define the spatial organization of the site in the present day, along with the Potomac River located immediately south of the CLI boundary. The WCC cultural landscape retains integrity of spatial organization.



Figure 75: East elevation of the WCC and chain link fence, facing west. (NPS/Magill 2021)



Figure 76: Boat storage area and chain link fence west of the WCC boathouse, facing southeast. (NPS/Magill 2021)



Figure 77: Potomac Interceptor and concrete apron south of the WCC boathouse, facing east. (NPS/Jones 2023)



Figure 78: Aqueduct abutment and electrical pole from the utility corridor established during the cultural landscape's period of significance, facing south. (NPS/Jones 2023)



Figure 79: C&O Canal towpath, facing northeast. (NPS/Jones 2023)

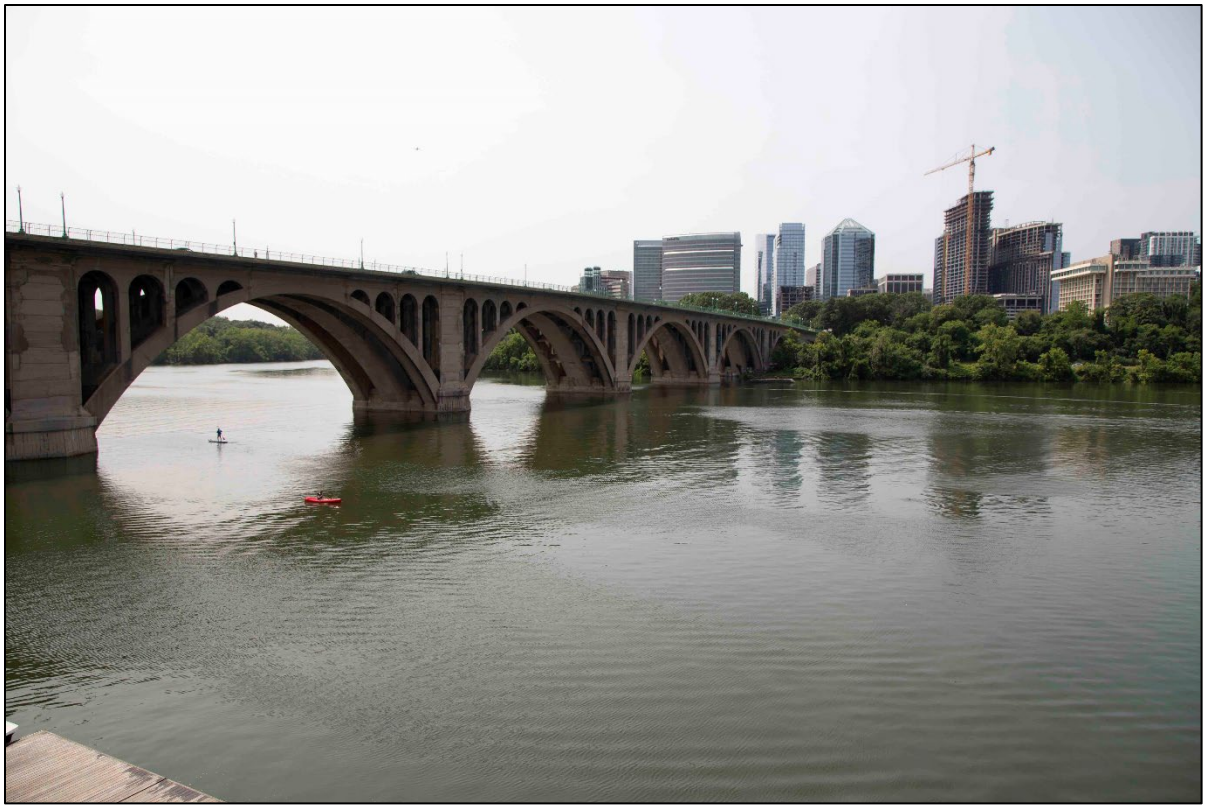


Figure 80: View of the Potomac River, facing southeast. (NPS/Jones 2023)



Figure 81: Capital Crescent Trail, facing west. (NPS/Jones 2023)

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Spatial Organization related to the armature of the C&O Canal and towpath, which includes the locations of the Potomac Aqueduct/Aqueduct Bridge abutment and the Georgetown	**Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

Branch right-of-way (now the Capital Crescent Trail)						
Spatial Organization related to the recreational use of the cultural landscape, which includes the WCC boathouse and its spatial relationship to the industrial features on the site	**Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

Land Use

Land uses are the principal activities in a landscape that form, shape, and organize the landscape as a result of human interaction.

Historic Condition:

There are two primary land uses associated with the WCC cultural landscape during its period of significance: industrial and recreational. The history of these uses are briefly summarized in the following paragraphs. Note that while the Potomac Aqueduct was seized by the United States Government from the Alexandria Canal Company and drained in 1861 as part of its capital defenses during the Civil War, the military land use of the site is not explored here (Brown 2020: 39; Elder and Weldon 2018: 64; US Commission of Fine Arts and National Park Service 1968: 59). This is because this military land use pre-dates the cultural landscape's period of significance. Refer to the Physical History section of this report for additional details.

The industrial use of the Georgetown waterfront began in the 18th century with the formation of the tobacco port at Rock Creek Landing and construction of two 40-foot tobacco houses in Georgetown by the 1730s (Bedell, Fiedel, and LeeDecker 2008: 35). In 1751, the Maryland Assembly formally established Georgetown as a tobacco port comprising 60 acres of land divided into 80 plots (Bedell, Fiedel, and LeeDecker 2008: 35; Elder and Weldon 2018: 39). The industrial

character of Georgetown was augmented by the construction of the C&O Canal at the Georgetown Level to Seneca, Maryland (1829-1831), and the completion of the Potomac Aqueduct that connected the C&O Canal to the Alexandria Canal and the port in Alexandria, Virginia (1831 and 1843) (Elder and Weldon 2018: 45, 54; Unrau 2007: 226, 445, 648; US Commission of Fine Arts and National Park Service 1968: 59).

Georgetown's industrial mills used the C&O Canal to ship processed grains and mill owners also relied on the C&O Canal for power by the late 1830s when they began purchasing leases for rights to excess water (Elder and Weldon 2018: 53). The Beall & Shoemaker's mill, called Analostan Mills, was present within the CLI boundary by 1888 (Figure 15) (Canal View of Beall & Shoemaker's Mill 1888). By the start of the 20th century, this had become a mill complex called the W.H. Tenney & Sons Analostan Mills, which processed flour and corn mill (Brown 2020: 28; Sanborn Map Company 1903: Plate 111). One of the complex's buildings stood in close proximity to the present-day location of the WCC boathouse and the complex extended east of the CLI boundary into the present-day vicinity of the PBC (referred to as "W.H. Tenney & Sons Capitol Mills") (Figure 19) (Sanborn Map Company 1903: Plate 111). This mill complex was still on site when the WCC built their boathouse (1905) but was likely demolished by 1909 (Brown 2020: 29-30; Georgetown College & Aqueduct Bridge 1909). Refer to the Buildings and Structures section of the report for additional information. The Wilkins-Rogers Rogers Milling Company, located east of the CLI Boundary at 3261 Water Street NW/K Street NW, east of the CLI boundary, was still using the C&O Canal's water for its operations into the 1960s (Mackintosh 1991: 22; *Washington Post* January 21, 1962: B1).

The C&O Canal sustained significant damages following a devastating flood in May of 1889. The C&O Canal Company was unable to afford the repairs to the canal and subsequently went bankrupt (Elder and Weldon 2018: 76; Unrau 2007: 585). In 1890, the Circuit Court of Washington County first created a receivership to manage the C&O Canal and later appointed trustees to manage the waterway (Chesapeake and Ohio Canal Company 1905: 1; Unrau 2007: 585).

Around this time, the Washington & Western Maryland Railroad Company proposed an elevated trestle south of the C&O Canal. Although the scheduled completion date was 1892, the project was never actually completed and only 4,400 feet of the trestle was built including a portion that ran through the present-day location of the WCC cultural landscape (Brown 2020: 30; Harris Hughes et al. 2021: 31). The B&O Railroad was the majority stockholder in the Washington & Western Maryland Railroad and in 1906 the former company began plans for completing the line

started by the latter company during the previous decade under pressure from Georgetown business owners (*Washington Post* February 14, 1905: 10). The Washington & Western Maryland Railroad trestle was removed in 1907 and tracks for the B&O Railroad's Georgetown Branch were laid between 1908 and 1910. This new line ran directly north of the WCC boathouse within the CLI boundary (Brown 2020: 30, 31; Harris Hughes et al. 2021: 21, 31). The Georgetown Branch ran between the WCC and the C&O Canal until the line was abandoned between 1985 and 1986 (Coalition for the Capital Crescent Trail 2023b; Phillips April 17, 1988: 62).

While the use of the C&O Canal for tourism began as early as the 1830s when packet boats began to offer passenger service to Great Falls, Seneca, and eventually destinations further west such as Harpers Ferry, the first known recreational use within the CLI boundary began with the construction of the WCC boathouse (1905) (Elder and Weldon 2018: 61-62). Other boating facilities such as Dempsey's and the PBC established a presence around the Aqueduct Bridge shortly after the WCC (*Evening Star* September 16, 1906: 53; Kreisa et al. 2022: 7-6; *Washington Post* August 20, 1906: 6; *Washington Post* July 10, 1908: 9; *Washington Post* August 23, 1908: S4). Note that prior to the establishment of the boathouse row in the area of the Georgetown waterfront, the banks of the Potomac River between the Potomac Aqueduct and Chain Bridge were used for camping in the summer by Washington, DC-area residents. This practice began in the late 19th century and continued until about 1941 (Brown 2020: 27, 33-35; Price et al. 2013: 22). The WCC participated in this summer tradition and organized a summer camp upriver from their boathouse as early as 1906 (*Washington Post* June 10, 1906: S4).

The WCC and other area boathouses hosted both boating competitions and social events. The WCC held boating excursions, regattas, lantern parades, swimming matches, and dining events originating from the WCC cultural landscape (Bird 1991: 8-3; Harris Hughes et al. 2021: 15). In the summers, the club would hold oyster roasts and crab boils and in winter activities included indoor entertainments such as ladies' nights, masquerades, dances, receptions, theater performances, and minstrel shows (Bird 1991: 8-3; Brown 2020: 97; Harris Hughes et al. 2021: 15; Price et al. 2013: 3, 22). Refer to the Physical History for a historical context of minstrel shows.

Industrial use of the WCC cultural landscape waned over the course of the 20th century. The Aqueduct Bridge was closed in 1923 following the opening of the Key Bridge, the Civil Works Administration (CWA) razed the iron superstructure and upper portion of the stone piers in 1933, and the USACE removed the remaining piers in 1962 save the one nearest the Virginia shoreline (Brown 2020: 41; Callcott 1996: 8-3; Elder and Weldon 2018: 83, 168; Harris Hughes et al. 2021: 65; *Washington Post* December 30, 1933: 4; *Washington Post* October 17, 1934: 8). The CCC

completed improvements to the C&O Canal between 1938 and 1942 to open the waterway for recreational use under the auspices of the NPS (Cianci Salvatore and Potter 2015: 8-199; Elder and Weldon 2018: 89; Urner Price November 19, 1939, Page M2). On January 8, 1971, Congress passed Public Law 91-664, which established CHOH from Cumberland, Maryland, to Rock Creek and further formalized recreational use of the waterway's Georgetown Level (Harris Hughes et al. 2021: 13; Cianci Salvatore and Potter 2015: 8-224). Following the abandonment of the Georgetown Branch, the Coalition for the Capital Crescent successfully petitioned for creation of the Capital Crescent Trail along the right-of-way (1988-1996) (Coalition for the Capital Crescent Trail 2023a; Coalition for the Capital Crescent Trail 2023b; Phillips April 17, 1988: 62).

Existing Conditions:

For the first decades of the 20th century, the industrial and recreational land uses of the Georgetown waterfront within and around the CLI boundary coexisted. The industrial use of the waterfront waned during the second half of the 20th century with the conversion of former industrial spaces for recreational use, including the C&O Canal and Georgetown Branch, and the closure of the mills and factories east of the CLI boundary. In the present-day, the recreational use of the WCC cultural landscape continues, with the WCC boathouse used by its founding organization. Recreational land use of the cultural landscape is augmented by CHOH and the Capital Crescent Trail, as well as by other area boathouses outside of the CLI boundary including PBC and Key Bridge Boathouse.

Analysis:

The continued recreational use of the WCC cultural landscape is a consistent element of the site through its period of significance into the present day. The constant presence of the WCC organization at its boathouse over this period of time lends cohesion to the recreational use of the site, while later recreational uses that post-date the cultural landscape's period of significance such as the establishment of CHOH (1971) and the Capital Crescent Trail (1988-1996) augment this historical land use. The WCC cultural landscape retains a high degree of integrity of land use (Figure 82).



Figure 82: WCC organization members' boats to the west of the boathouse, facing west. (NPS/Jones 2023)

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Recreational land use including recreational paddling by the WCC organization	**Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

Cultural Traditions

Cultural traditions are the practices that have influenced the development of the landscape in terms of land use, patterns of land division, building forms, stylistic preferences, and the use of materials.

Historic Condition:

Since its founding, the WCC has been a "community of athletes" and competition in athletic events was consistently part of its purpose (Brown 2020: 7). The WCC cultural landscape and the WCC as an organization are important in the context of both local recreation and the history of flatwater racing as an Olympic event (Price et al. 2013: 15). The WCC has continually been a social group as well as a competitive organization. Boathouses such as that of the WCC were both areas to store boats, but also a place to socialize (Price et al. 2013: 17). The following paragraphs summarize key cultural traditions practiced on the boathouse row centered around the Aqueduct Bridge, including at the WCC, during the cultural landscape's period of significance (Figure 83). For additional details regarding this topic, refer to the Physical History section of this report.

The WCC as an organization built and has maintained the boathouse within the CLI boundary to the present-day. The boathouse, built in phases beginning with its first building campaign in 1905, is exemplary of Shingle style architecture. This style was popular in the late 19th century and associated with suburban development of the coastal towns of New England. Architect George Percival Hales was from the Boston area and likely emulated the Shingle style boathouses of the Charles River in his design (Price et al. 2013: 31). Refer to the National Register Information section of this report for additional details regarding Shingle style architecture. The WCC boathouse was the first of a cluster of boating facilities that developed near the Aqueduct Bridge at the beginning of the 20th century that also included Dempsey's and the PBC (Price et al. 2013: 20). These neighboring boathouses engaged in friendly competitions and formal regattas by 1909 (Price et al. 2013: 22). Events included single, double, club fours, mixed double, and war canoe races. Note that war canoes were large crafts that generally required more than ten paddlers that were also sometimes called an "Indian" war canoes, demonstrating the perceived indigeneity of the sport of canoeing in the minds of the primarily white paddlers (*Evening Star* July 18, 1909: 54).

When the WCC was founded in 1904, membership was limited to 100 white men (Brown 2020: 15; Harris Hughes et al. 2021: 15; Price et al. 2013: 4). The club's first charter barred women from membership, however, they did participate in club activities and attend competitions, dinners, and dances (Brown 2020: 49; Harris Hughes et al. 2021: 15). While there was no language specific to Black men or other people of color, boathouse records confirm that early membership was limited to white men (Harris Hughes et al. 2021: 14). The early athletes the WCC admitted participated in a variety of occupations, including business, medicine, the law, trades, and civil service (Brown 2020: 8). In 1915, the WCC, along with the PBC, Analostan Club, and the Maryland Swimming Club (Baltimore) formed the Southern Division of the American Canoe

Association, which would allow members to enter national and international competitions (Harris Hughes et al. 2021: 15; Price et al. 2013: 23).

In addition to paddling, canoe competitions also included tilting, which is a type of jousting where the canoers attempt to dislodge an opponent from their craft with a pole with a padded ball at the end (Brown 2020: 60). The WCC also participated in other sports during its early history, including track, football, baseball, bowling, basketball, sailing, swimming, shooting, water polo, and wrestling and members also competed in tennis, boxing, ice skating, and ice hockey (Bird 1991: 8-3; Brown 2020: 7, 36, 92 104). The WCC hosted numerous social events at its boathouse, including oyster roasts and crab boils, masquerades, dances, receptions, theater performances, and minstrel shows (Bird 1991: 8-3; Brown 2020: 97; Harris Hughes et al. 2021: 15; Price et al. 2013: 3, 22). Refer to the previous section for a historical context of minstrel shows. Camping along the Potomac River in the summers, as discussed above as part of the land use characteristic, enabled WCC members to hold canoe races every weekend and also engage in other completive activities such as swimming (Brown 2020: 34).

The WCC sponsored white women competing in paddling, swimming, and diving competitions by circa 1920. However, women were not permitted full membership in the club until the 1960s (Brown 2020: 8, 105; Harris Hughes et al. 2021: 16). The three-bay addition to the WCC boathouse built between 1920 and 1922 included a women's locker room, reflecting the importance of women athletes to the club by that time (Harris Hughes et al. 2021: 5, 23; Price et al. 2013: 11). Women affiliated with the WCC were continuously included on US Olympic teams for kayaking events from 1960 through 1996 (Brown 2020: 67; Harris Hughes et al. 2021: 17). However, it was not until 2002 that women were permitted to compete in the US national championship for canoeing, a change brought about partly due to the efforts of WCC athlete Pam Boteler (Brown 2020: 75). Additionally, women were first allowed to compete in Olympic canoeing events during the 2020 Tokyo games (held in summer 2021 on account of the COVID-19 pandemic) (Price et al. 2013: 25; Tumin July 28, 2021).

Flatwater canoeing was included in the 1924 Olympics in Paris as a demonstration sport and the WCC sent four members to compete in the games, returning with six medals (Brown 2020: 56; *Washington Post* March 23, 1924: S1; *Washington Post* April 6, 1924: S1). Paddling events (both flatwater canoe and kayak racing) were recognized as full Olympic sports for the first time during the 1936 Berlin games, which included nine paddling events with 121 competitors from 19 countries competed (Brown 2020: 49, 56; Harris Hughes et al. 2021: 16; Olympiade Berlin 1937: 1021; Price et al. 2013: 23-24). While the WCC did not place any members on the 1936 US team,

they competed on every team fielded by the US for Olympic paddling moving forward through 1996 (Bird 1991: 8-5; Harris Hughes et al. 2021: 16; Price et al. 2013: 24). To date, the WCC has sent a total of 28 athletes to the Olympics and have brought home two gold and two silver medals in paddling sports (in addition to the six medals the club garnered during the 1924 demonstration games) (Brown 2020: 49, 56; Jones 2022). During the club's history, WCC members have ably competed in national and regional competitions, referred to as the Middle States or Middle Atlantic championship, as well (*Washington Post* January 8, 1920: 9; *Washington Post* June 27, 1938: X15; *Washington Post* August 24, 1964: B6). Beginning in 2009, WCC member and coach Debby Page (née Smith) advocated for paracanoe events and these were first included in the Paralympics in 2016 (Brown 2020: 71; Price et al. 2013: 39).

Prior to closure of the WCC boathouse by the NPS over structural concerns in 2010, the building served multiple social functions as a clubhouse, in addition to providing equipment storage (Price et al. 2013: 5, 6). The NPS implemented temporary measures to improve the structural integrity of the boathouse allowing it to be partially reopened for storage (Harris Hughes et al. 2021: 6, 29; Price et al. 2013: 31).

Existing Conditions:

Since 1960, WCC members have paddled throughout the United States and on four continents in races ranging between 200 meters to 260 miles in distance, competing solo, tandem, or on teams of up to 20 (Brown 2020: 67). As of 2019, WCC members use a range of craft including the high-kneel Olympic-style canoe (C-1 and C-2), 1-person, 2-person, and 6-person outrigger canoe (OC-1, OC-2, OC-6), solo and tandem sprint kayak, sit-on-top kayak, sea kayak, surf ski, stand-up paddleboard, marathon canoe (solo, tandem, quad), war canoe, and traditional recreational canoe (solo, tandem) (Brown 2020: 80; Brown 2023a: personal communication). Currently comprising about 300 members (membership requires annual dues), the WCC demonstrates continuity as a community from its period of significance to the present day and multi-generational families such as Havens and Rhodes are still active members in the WCC (Brown 2020: 102-103; Kelly November 16, 2020). The United States Canoe and Kayak Team (US CKT) has designated the WCC a "Center of Excellence" in recognition of the club's importance to competitive paddling (Washington Canoe Club 2023). As of 2023, the WCC boathouse remains closed except for first floor storage area in the eastern bay. However, WCC members continue to launch their boats from the docks and to meet to train, socialize, and host paddling events on the land immediately around the boathouse.

Analysis:

The WCC boathouse is still used by the WCC organization consistent with its use during the cultural landscape's period of significance. The landscape is strongly associated with the cultural traditions of competitive flatwater paddling and the social events hosted by boating clubs. The WCC cultural landscape retains a high degree of integrity of cultural traditions.

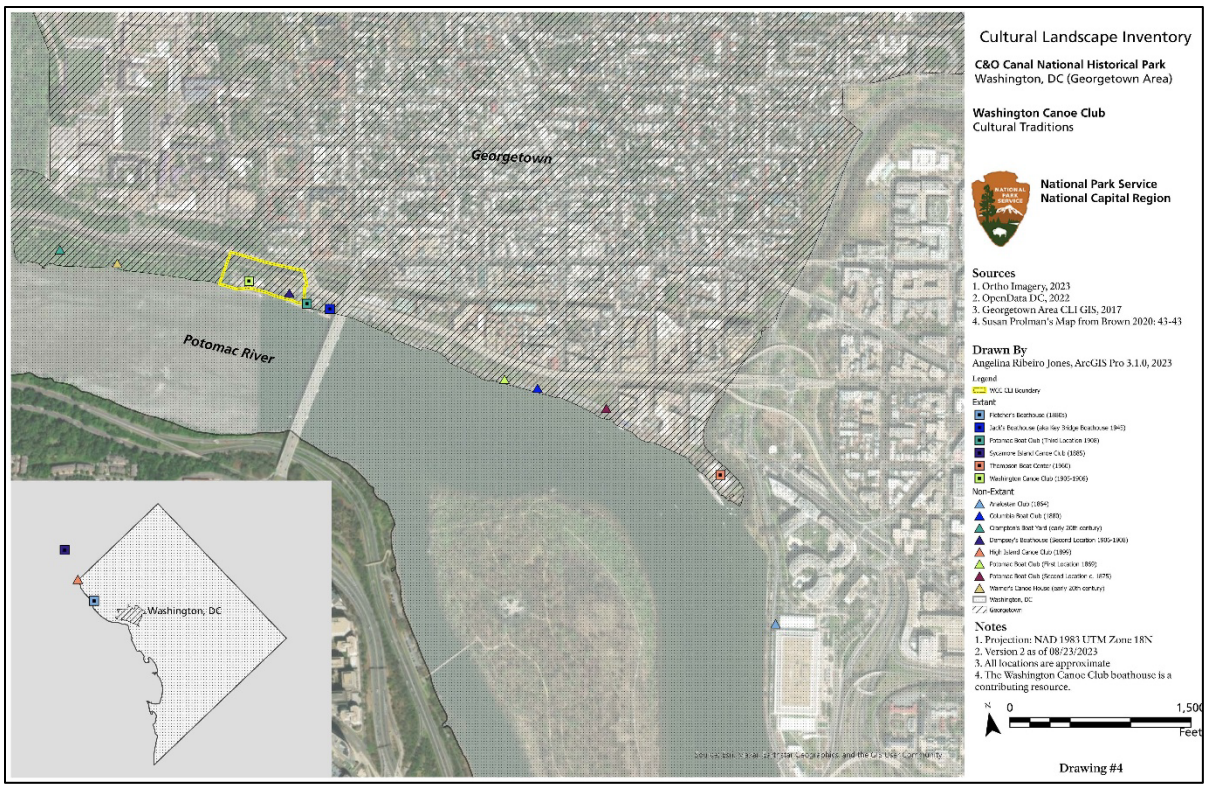


Figure 83: Locations of boathouses along the Potomac River in the vicinity of Washington, DC. Full size graphics are located at the end of this report.

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Cultural traditions related to flatwater racing, recreational paddling, and boathouse social events	**Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Occupation of the WCC boathouse by the WCC organization	**Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

Topography

Topography is the three-dimensional configuration of the landscape surface characterized by features (such as slope and articulation) and orientation (such as elevation and solar aspect).

Historic Condition:

The topography of the WCC cultural landscape has been shaped by the systems that surround it, namely the C&O Canal to the north, the Potomac River and the Potomac Interceptor to the south, the Potomac Aqueduct/Aqueduct Bridge to the east, and to a lesser extent the former B&O Railroad's Georgetown Branch, also to the north. The C&O Canal Company constructed a berm to hold the C&O Canal's prism as part of the construction of the Georgetown sections of the waterway (Sections A and B) between 1829 and 1831. Most of the prism of the Georgetown Level was reinforced with a mix of gabbro (igneous rock) and micaceous schist (metamorphic rock) to maintain the steep slope of the watercourse along the banks of the Potomac River (Elder and Weldon 2018: 48). However, the prism within the WCC CLI boundary was lined with puddling clay over fill rather than stone (Ebersole and Boyle 2023: personal communication). The addition of the Potomac Aqueduct, which opened to traffic in 1843, intersected with the canal at the highpoint of its berm, necessitating the northern end of the Aqueduct's abutment to be built into

the slope of the canal's embankment (Elder and Weldon 2018: 54; Unrau 2007: 226, 445, 648; US Commission of Fine Arts and National Park Service 1968: 59).

Shortly after the opening of the aqueduct, between 1849 and 1850, the C&O Canal Company raised the embankments at flood prone areas along the canal from the Georgetown Level to Dam No. 6 (mile 134.06) in an attempt to mitigate flooding (Unrau 2007: 290). However, it is uncertain if this work included any points within the WCC CLI boundary. It is known that in 1856, the C&O Canal Company finalized a modification that moved the towpath from the southern side (riverside) to the northern side (berm side) of the canal between Frederick Street (present-day 34th Street NW) and Warren Street (present-day 37th Street NW), which is partly within the CLI boundary stretching just east of the WCC boathouse to the aqueduct's northern abutment. A new towpath bridge, which is no longer extant, was constructed to allow mules and drivers to pass over the canal at the point of transition above the aqueduct (mile marker 1.09) (Cianci Salvatore and Potter 2015: 8-179; Ebersole 2019: 3; Unrau 2007: 470).

The Potomac Aqueduct/Aqueduct Bridge changed the dynamics of the Potomac River immediately south of the CLI boundary, which impacted both the bathymetry of the river (outside of the CLI boundary) and the processes of accretion and erosion along the southern boundary of the cultural landscape. In reaction to these river processes, the WCC applied for a permit to have the USACE install riprap above the boathouse around 1909 and the work was completed in the early 1910s (Harris Hughes et al. 2021: 21; Price et al. 2013: 10). It is also possible that the WCC installed a cement retaining wall to protect the boathouse's foundations around 1917 and that more riprap was installed around the building's pilings between 1920 and 1922 (Harris Hughes et al. 2021: 33; Price et al. 2013: 10). The Francis Scott Key Bridge (Key Bridge), constructed between 1917 and 1923 as a replacement for the Aqueduct Bridge, also impacted the dynamics of the Potomac River in the vicinity of the WCC CLI boundary (Caemmerer 1953: 209; Callcott 1996: 8-2; Fishback 1917: 314). These dynamics continued to shift with the razing of the iron superstructure and removal of the upper portion of the Aqueduct Bridge's stone piers in 1933 and the removal of the remaining parts of these piers (except one near the Virginia shore) in 1962 (Brown 2020: 41; Elder and Weldon 2018: 83, 168; Harris Hughes et al. 2021: 65; *Washington Post* December 30, 1933: 4; *Washington Post* October 17, 1934: 8). Some of the material from the demolished piers were used as riprap to line the shoreline near the WCC (Bird 1991: 7-2; Harris Hughes et al. 2021: 65).

The B&O Railroad laid tracks for their Georgetown Branch immediately north of the WCC and Dempsey's boathouses between 1908 and 1910, cutting off the club's northern entrance from the

C&O Canal's towpath and necessitating the addition of a steel bridge to provide members access to the canal and its towpath (Brown 2020: 30, 31; Harris Hughes et al. 2021: 21, 31). As part of this work, the B&O Railroad modified the northern arch of the Aqueduct Bridge to accommodate trains passing beneath the bridge. This work involved installing fill under and adjacent to the abutment's northern arch, and modifying the elevation of the shoreline with fill to build the railroad tracks adjacent to the WCC and Dempsey's boathouses (Figure 30, Figure 31) (Brown 2020: 32; Elder and Weldon 2018: 83; US Commission of Fine Arts and National Park Service 1968: 61).

The USACE installed a 15-foot-wide concrete apron south of the WCC to cover the eight-foot diameter Potomac interceptor pipe between the winter of 1966-1967 and 1968 cutting the boathouse off from the river (*Evening Star* March 16, 1969: 87; *Washington Post* May 8, 1966: 9). This forced WCC members to backfill around the pipe with donated concrete to reinforce the boathouse's foundations (Brown 2020: 125; Harris Hughes et al. 2021: 33, 65). The concrete pipe and apron changed the materiality of the shoreline immediately adjacent to the WCC boathouse and raised the elevation of the land between the aqueduct abutment and the boathouse, as evidenced in historical aerial photographs (Figure 86) (Arlington County Government 1962; Arlington County Government 1969).

Although the WCC removed the steel bridge over railroad tracks around 1970, the rail line remained in use until the track was abandoned between 1985 and 1986 (Brown 2020: 46; Coalition for the Capital Crescent Trail 2023b; Harris Hughes et al. 2021: 27; Phillips April 17, 1988: 62). The Coalition for the Capital Crescent advocated for the establishment of a trail along the former Georgetown Branch's right-of-way and the Capital Crescent Trail was established between 1988 and 1996 (Coalition for the Capital Crescent Trail 2023a; Coalition for the Capital Crescent Trail 2023b; Phillips April 17, 1988: 62). The tracks were removed to create the trail and the bed was paved in asphalt (Figure 68) (Arlington County Government 1983; USGS 2022). However, it is unknown to what extent the grade was changed as part of this transition as the available historical topographic maps are not at a high enough resolution to convey this information.

The available historical topographic information captures elevation to the resolution of ten feet beginning in 1945, with the mean sea level used as the datum (USGS 1945). Although the US Geological Survey (USGS) topographic map from this date was released in 1945, it is based on a survey first conducted between 1913 and 1915 and revised between 1941 and 1942. This map shows the northern elevation of the WCC placed on or near the ten-foot contour (Figure 85).

This aqueduct abutment and Dempsey's boathouse are not represented on this map, but the PBC is (immediately east of the CLI boundary) and its façade (southern elevation) is depicted as on or near the ten-foot contour. A 1951 edition of this map, revised in 1949 based on aerial photographs, depicts the WCC boathouse with its façade (southern elevation) on or near the ten-foot contour (Figure 85) (USGS 1951). It is likely this discrepancy reflects the changes in the cartographic techniques employed by the USGS, such as the use of aerial photography for survey, rather than an actual change in the location of the boathouse. There is no record of the boathouse moving from its original location until 1957 when flooding caused the building to move five feet downstream (club members subsequently returned the boathouse to its foundations in the same location) (Bird 1991: 7-4; Harris Hughes et al. 2021: 24; Price et al. 2013: 12, 13, 26). The 1951 USGS topographic map specifies that the shoreline represents the approximate mean high-water line and that the area has a tidal range of approximately three feet.

A topographic survey completed by the NPS in September of 1960 along the C&O Canal from Key Bridge to Seneca Creek at a ten-foot resolution depicts the locations of the WCC boathouse, Dempsey's boathouse, the Georgetown Branch, the steel bridge north of the WCC, the C&O Canal and its towpath, and the aqueduct abutment within the CLI boundary, as well as the PBC directly east of it (Figure 85) (Maddox and Hopkins, NPS 1960). The vertical datum on this survey is noted as "low water" (likely mean low water). Despite the differing vertical datums, the ten-foot contour in this topographic map matches closely with that depicted in the 1945 USGS topographic map described above with the northern elevation of the WCC boathouse (as well as of Dempsey's) and the façade of the PBC on or near the ten-foot contour. Just north of the Georgetown Branch railroad tracks, the berm of the C&O Canal rises quickly to a height of 40 feet along the towpath within the CLI boundary.

The bathymetry of the Potomac River is outside of the CLI boundary (directly to the south). However, a brief summary of the waterway's bathymetry is included here because prior to the installation of the Potomac Interceptor, the WCC boathouse was suspended over the river on piers and the periodic flooding that occurred on site, as well as the site's suitability for flatwater paddling were influenced by this bathymetry. An 1832 survey created as part of the installation of the Potomac Aqueduct shows soundings taken at "extreme low water" show a low point of 22 and a half feet to the southwest of the aqueduct's northern abutment (HAER 1968). The channel is depicted as shallower near the middle of the river with a point as shallow as two and a half feet along an alluvial spit that projected east of the Three Sisters Islands (Figure 87). An 1882 bathymetric map, with soundings taken at mean low water, demonstrates that the area

immediately adjacent to the Georgetown shore remained relatively deep compared to the center of the river with sounding depths immediately adjacent to the aqueduct abutment at 24 feet and the alluvial tail of the Three Sisters Islands creating depths as shallow as three feet (Figure 88) (Hilgard et al. 1882). This map notes that the adjacent Georgetown Channel was routinely dredged to a depth of 17 feet at 200 feet in width. While there are fewer sounding depths recorded in 20th century USGS topographic maps (datum is mean low water), they still record a similar condition with the deepest areas immediately south of the CLI boundary concentrated around the aqueduct's northern abutment and around the extant piers until their removal in 1962 (note that sounding depths were recorded in feet until the 1982/1983 survey changed the unit of measurement to meters) (USGS 1956; USGS 1965; USGS 1971; USGS 1983). This deep bathymetric pocket near the Potomac Aqueduct/Aqueduct Bridge and later the Key Bridge paired with the silt bar of the Three Sisters Islands upriver created an eddying effect described by WCC members as a mitigating factor during extreme flooding of the river (Brown 2020: 45).

Existing Conditions:

In the present day, the WCC boathouse's northern elevation remains at the ten-foot contour using the most current two-foot contour intervals available from Washington, DC's, local government (Figure 84) (DC GIS 2008). The vertical datum for this dataset is North American Vertical Datum of 1988 (NAVD 88) and it closely matches the elevations specified in historical USGS topographic maps that used mean sea level as the vertical datum (District of Columbia Technology Office 2023: personal communication). The northern abutment of the demolished Potomac Aqueduct/Aqueduct Bridge remains in situ, acting as a retaining wall at the point where the feature intersects with the C&O Canal berm. Refer to the Building and Structures section for further description of the Potomac Aqueduct/Aqueduct Bridge as a structure. The west wing of this wall has a stepped design feature that was likely meant to be ornamental, but that may have been used as stairs by early WCC members and spectators to navigate the grade change between the WCC site and the canal (Figure 89, Figure 90) (*Evening Star* August 20, 1905: 50; *Washington Post* September 3, 1905: S4). This constructed berm rises from about ten-feet elevation at its base adjacent to the Capital Crescent Trail to about 36 feet at the top of the towpath, within a reasonable range of the 40-foot elevation recorded in 1960 (the discrepancy between elevations is likely due to differences in surveying methods and resolution of data between the two datasets). Immediately south of the CLI boundary, the bathymetric pattern holds, with the deepest point of the riverbed in the vicinity of the boathouse located south of the aqueduct abutment and around the Key Bridge and the shallowest area located near the Three Sisters Island (USGS 2018).

Analysis:

The WCC cultural landscape retains the defining aspects of the historic topographic conditions, despite the changes necessitated by the installation of the Potomac Interceptor. The boathouse remains situated on the relatively flat plane south of the former Georgetown Branch of the B&O Railroad (present-day Capital Crescent Trail) at the base of the berm of the C&O Canal. This berm, which rises about 26 feet above the boathouse and Capital Crescent Trail, is the most prominent topographic feature within the CLI boundary. The northern abutment of the no longer extant Potomac Aqueduct/Aqueduct Bridge connects to the berm of the canal, acting as a retaining wall at this point of intersection. The WCC cultural landscape retains a high degree of integrity of topography.



Figure 84: Topography Existing Conditions – Full size graphics are located at the end of this report.

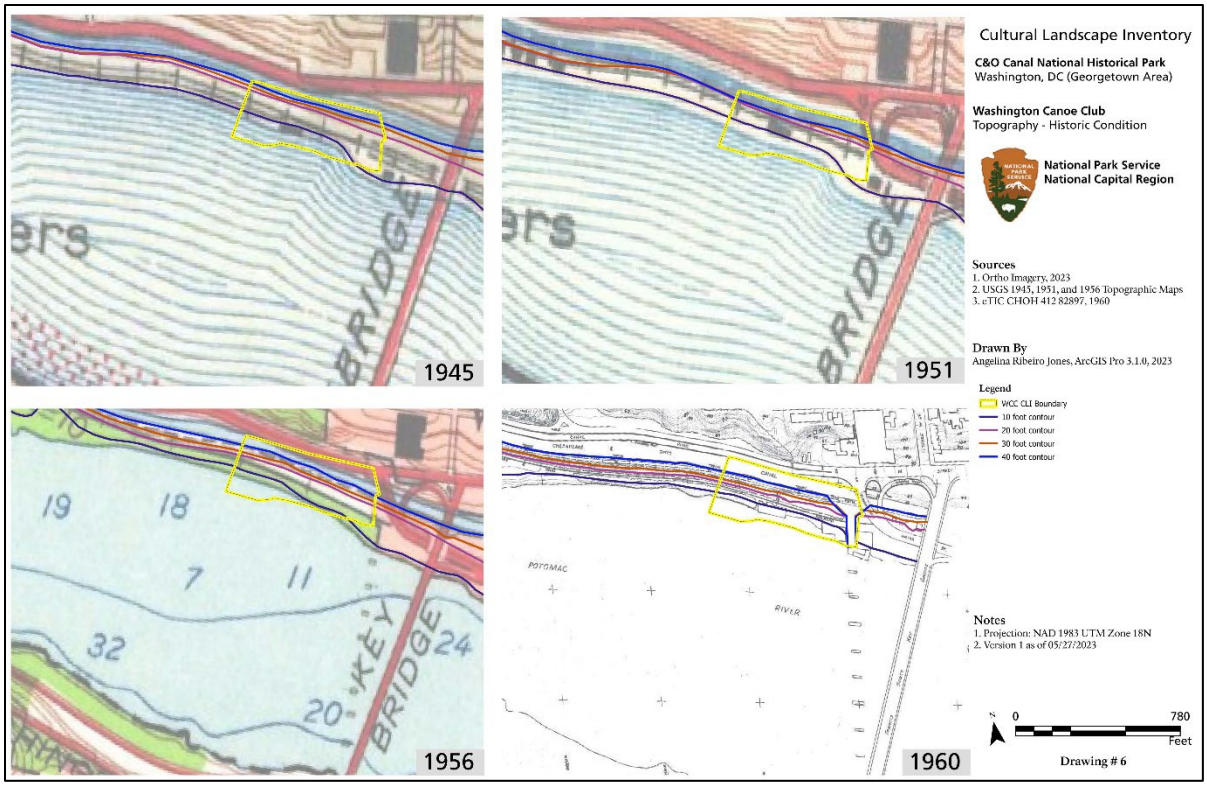


Figure 85: Topography Historic Condition – Full size graphics are located at the end of this report.



Figure 86: Shoreline prior to (left) and after (right) the installation of the Potomac Interceptor sewer line. Full size graphics are located at the end of this report.

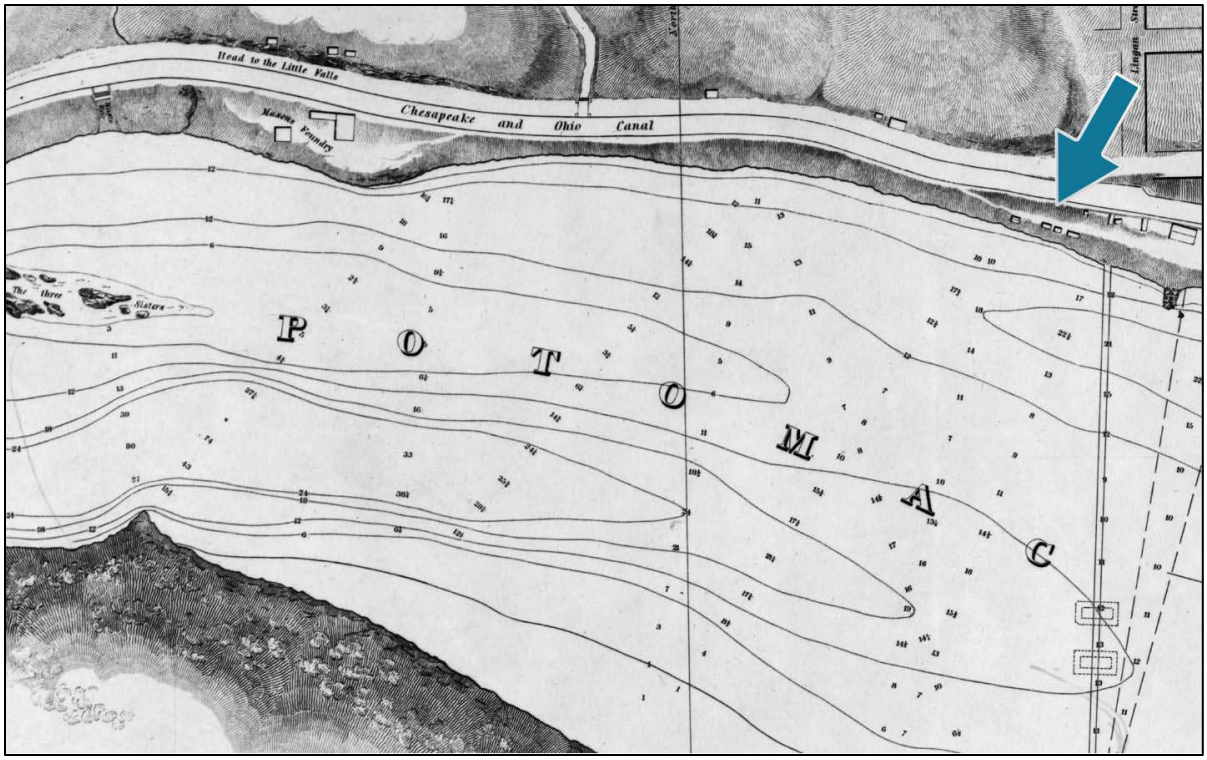


Figure 87: Detail of a survey by William Turnbull and M.C. Ewing illustrating the bathymetry of the Potomac River in the vicinity of the present-day location of the WCC cultural landscape (indicated by the blue arrow). "Hydrographic Survey of the Potomac River near Georgetown," 1832. Library of Congress (https://lccn.loc.gov, accessed 2023).

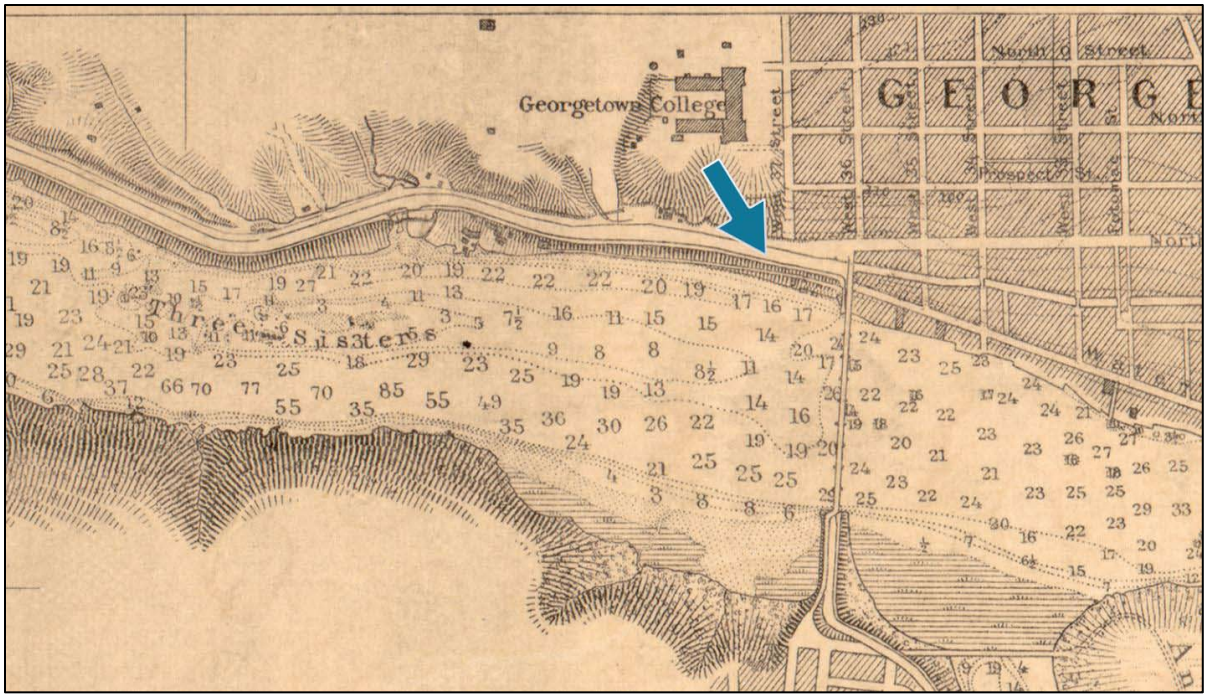


Figure 88: Detail of a survey by Hilgard et al. depicting the bathymetry of the Potomac River in the vicinity of the present-day location of the WCC cultural landscape (indicated by the blue arrow). "Washington and Georgetown Harbors, District of Columbia," 1882. Library of Congress (https://lccn.loc.gov, accessed 2023).



Figure 89: Stepped wing wall of the aqueduct abutment, facing north. (NPS/Magill 2021)



Figure 90: Stepped wing wall of the aqueduct abutment (no direction). (NPS/Magill 2021)

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Flat plane of WCC boathouse site and immediate surroundings	**Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

Berm of the C&O Canal	**Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Land retention by the northern abutment of the former Potomac Aqueduct/Aqueduct Bridge where it intersects the C&O Canal	**Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

Circulation

Circulation refers to the spaces, features, and applied material finishes that constitute systems of movement in a landscape.

Historic Condition:

The WCC boathouse historically was situated at an important transportation node at the intersection of the Potomac Aqueduct/Aqueduct Bridge and the C&O Canal, along the B&O Railroad's Georgetown Branch. The Potomac River is an important circulation feature outside of the CLI boundary. The river was, of course, a key organizational feature for the boathouse row that developed on the Georgetown waterfront. The southern portion of the CLI boundary represents the historical threshold between the area's boathouses and the river. Although the installation of the Potomac Interceptor between 1966-1968 interrupted the connection between the boathouse and the river, WCC members still continued to access the river south of the boathouse where floating docks were reinstalled immediately south of the WCC CLI boundary following the introduction of the sewer line.

Beyond the CLI boundary, the Capital Traction Company Union Station (also known as the Georgetown Car Barn) sat in close proximity to the north of the WCC, which was a major streetcar hub constructed between 1895 and 1897 that connected Georgetown to the greater Washington, DC, area, including Northern Virginia via the Aqueduct Bridge (Figure 21) (Brown 2020: 89; Martinson 1966: 1). Refer to the Buildings and Structures section of this report for additional information about the Aqueduct Bridge. A photograph from around 1940 depicts a

footbridge spanning the C&O Canal within the CLI boundary between the sidewalk south of the station and the aqueduct's northern abutment (this feature is no longer extant) (Figure 92) (Price and Boucher 2000). Following completion of the construction of the Georgetown Branch (1908-1910), the northern arch of the Aqueduct Bridge acted as one of the primary land entrances to the WCC and Dempsey's boathouses. Visitors arriving from the Capital Traction Company Union Station and other parts of the Georgetown waterfront accessed the site over the railroad tracks via this land entrance (Brown 2020: 32).

The canal towpath that runs through the WCC CLI boundary is part of the C&O Canal system that was first introduced with the construction of the Georgetown section (1829-1831) (Elder and Weldon 2018: 45, 48). Note that while the canal prism historically was used as a means of circulation to access the boathouses around the Aqueduct Bridge that this feature is discussed in the Constructed Water Features section of this report (Brown 2020: 111). In the area in and around the WCC CLI boundary, the towpath was planned to be on the riverside of the canal measuring between 9 feet and 12 feet in width. At the Georgetown Level, the towpath material was clay and sand in some areas and paved with knapped rock smoothed with rollers in other areas (Elder and Weldon 2018: 49). Between 1854-1856, the C&O Canal Company moved a portion of the towpath from the southern side (riverside) to the northern side (berm side) of the canal between Frederick Street (present-day 34th Street NW) and Warren Street (present-day 37th Street NW), which is partially within the WCC CLI boundary. The canal company constructed a towpath bridge in 1856, which is no longer extant, to allow mules and drivers to pass over the canal at the point of transition above the aqueduct (mile marker 1.09) (Figure 11) (Cianci Salvatore and Potter 2015: 8-179; Ebersole 2019: 3; Unrau 2007: 470). This bridge also featured a ramp leading from the towpath to the foot of the berm (Barnard 1865; Boschke 1861). NPS created a plan to rebuild this mule bridge and ramp in 1949 in the same general location as the historic bridge, which was no longer extant, but this project was never executed (Ebersole 2019: 6; NPS National Capital Parks 1949: Sheet 2).

Beginning in around 1910, the WCC boathouse featured a steel bridge that connected the northeast tower of the boathouse directly to the canal's towpath, allowing easy access over the right-of-way of the Georgetown Branch (Harris Hughes et al. 2021: 21; Price et al. 2013: 10). The bridge provided paddlers a connection to both the towpath and to the canal itself. WCC athletes navigated the C&O Canal both for recreational and training purposes (Figure 34) (Brown 2020: 111). The WCC removed the steel bridge over the railroad tracks around 1970 for unknown reasons (Brown 2020: 46; Harris Hughes et al. 2021: 27).

Between 1938 and 1940 the CCC restored the prism and the towpath of the C&O Canal from the Georgetown Level to Seneca (Elder and Weldon 2018: 88; Mackintosh 1991: 31). Workers repaired the waterway's towpath among other tasks and completed work on the 22-mile stretch of the canal so that it could be watered by August 1940 (Elder and Weldon 2018: 88; Mackintosh 1991: 31; Urner Price November 19, 1939, Page M2).

In June 1972, Hurricane Agnes damaged 66 miles of the canal's towpath, including at the Georgetown Level, however, the extent of the damage within the CLI boundary is unknown (Shaffer 1997: 89). The towpath between Georgetown and Seneca (with the exception of Widewater), which runs through the WCC cultural landscape, was repaired in 1974 (Elder and Weldon 2018: 174; Shaffer 1997: 95).

The Georgetown Branch north of the WCC boathouse continued to run until the between 1985 and 1986 when the line was abandoned (Coalition for the Capital Crescent Trail 2023b; Phillips April 17, 1988: 62). The spur's abandonment caused concern among WCC members that the land formerly occupied by the railroad's right-of-way would be developed in a manner incompatible with the club's use of the Potomac River (Brown 2020: 121). The WCC became involved in the Coalition for the Capital Crescent, an interest group made up of 27 organizations seeking to establish a trail along the railway's former right-of-way. The group successfully advocated for this new infrastructure and the majority of the Georgetown Branch was converted into the Capital Crescent Trail between 1988 and 1996, including the portion that bisects the WCC cultural landscape (Coalition for the Capital Crescent Trail 2023a; Coalition for the Capital Crescent Trail 2023b; Phillips April 17, 1988: 62).

Existing Conditions:

In the present day, the WCC boathouse maintains its connection to the Potomac River, which is a critical threshold for paddlers to the waterway (Figure 91). Although the interface between the river and the WCC boathouse was altered by the installation of the Potomac Interceptor (1966-1968), WCC members can still access the river from the southern side of the boathouse as they did during the property's period of significance. The concrete apron installed concurrently with the Potomac Interceptor supports a parking area partially covered in gravel east of the WCC boathouse accessed via a driveway that intersects with the Capital Crescent Trail. Historical aerial photographs show that this drive was not initially paved and that the current configuration was installed between 2015 and 2016 (Maxar Technologies 2015; Maxar Technologies 2016). This appears to have been done in conjunction with repairs to the Upper Potomac Interceptor (UPI) (NPS PEPC 57141). Note that it is unknown where members parked prior to the installation of

the Potomac Interceptor, but that before to the sewer's installation, the dry land in the immediate vicinity would have been insufficient to provide formal parking. Refer to the Topography section of this report for additional information.

The towpath runs through the WCC cultural landscape on the river side of the canal, delineated by compacted earth covered in gravel and measuring eight feet in width. The berm side towpath is no longer extant within the WCC CLI boundary, likely removed when the concrete retaining wall that runs along Canal Road NW on the northern side of the canal prism was installed (1919-1922). A portion of this wall is stone rather than concrete and demonstrates two phases of construction, one made of random rubble and the other of coursed ashlar stone masonry. The random rubble portion may be associated with the 1856 mule bridge near 37th Street NW that is no longer extant (Figure 93) (Ebersole and Boyle 2023: personal communication). Between 1939 and the late 1940s, the concrete retaining wall was modified with the addition of a canted wing wall at the entrance between Canal Road NW and the canal's towpath. This point of egress is extant today, but not open to the public.

Despite much of the towpath gravel being washed away or displaced in this area, as of May 2023 the towpath is evaluated as being in "Good" condition in CRIS-HS (see Mile 001-002, Towpath Resource ID: 046542). Although the steel bridge is no longer extant, the towpath still provides a connection within the CLI boundary to the northern abutment of the former Potomac Aqueduct/Aqueduct Bridge as it did during the site's period of significance. The Capital Crescent Trail traverses the area directly north of the WCC boathouse and is paved with asphalt, measuring ten feet, seven inches in width. The Capital Crescent Trail preserves the land connection to the WCC from the arches of the aqueduct's abutment, although the Georgetown Branch railroad line is no longer extant.

Analysis:

The threshold between the southside of the WCC boathouse and the Potomac River remains intact (Figure 73). The towpath of the C&O Canal traverses the WCC cultural landscape in the same location as it did during the site's period of significance and is paved in material that is compatible with the resource's historic condition (Figure 94). The intersection of the towpath and the northern abutment of the Potomac Aqueduct/Aqueduct Bridge is extant, although the aqueduct is not and the trunk of the aqueduct was partially altered by fill (Figure 95) (Ebersole and Boyle 2023: personal communication). The direct connection between the WCC boathouse and the towpath was severed around 1970 with the removal of the steel bridge that spanned the distance between the two resources. The towpath within the CLI boundary contributes to the

integrity of the cultural landscape. The Capital Crescent Trail traverses the right-of-way of the no longer extant B&O Railroad's Georgetown Branch, thereby making the rail line that was present during the WCC cultural landscape's period of significance legible (Figure 81). For this reason, the Capital Crescent Trail is a compatible feature within the WCC cultural landscape. Note that the right-of-way preserved by the trail is contributing under Spatial Organization (see the corresponding section of this report), but that it is not contributing under Circulation because it no longer functions as a railroad. Furthermore, the railroad tracks and other associated features were removed to create the Capital Crescent Trail after the end of the site's period of significance. The WCC cultural landscape retains integrity of circulation.

Note that the Georgetown Area CLI, the parent landscape of the WCC cultural landscape, currently divides the C&O Canal towpath into multiple segments under the Circulation landscape characteristic as part of the contribution status evaluation for this resource. There are two categories of the towpath in the Georgetown Area CLI that correspond to the towpath within the WCC CLI boundary: Towpath 31st Street NW to the end of the Cultural Landscape Boundary (CLI Feature ID 182239) and Towpath River-Side 33rd Street NW to the end of the Cultural Landscape Boundary (CLI Feature ID 182241). The Georgetown Area CLI lists these two features as corresponding with CRIS-HS resource Mile 000-001, Towpath (Resource ID 046540), although starting around Key Bridge and within the WCC CLI boundary the towpath corresponds with CRIS-HS resource Mile 001-002, Towpath (Resource ID 046542). This CLI treats the towpath within the WCC CLI boundary as part of a cohesive system that runs throughout CHOH. As such, the towpath is evaluated here as contributing and it is recommended that the Georgetown Area CLI be updated in future to evaluate the entirety of the towpath within the Georgetown Level, rather than to evaluate segments based on material condition. This is more consistent with how this resource is treated in the CRIS-HS, which divides each segment of the towpath into one-mile-long segments to evaluate the resource's condition.



Figure 91: Circulation Existing Conditions - Full size graphics are located at the end of this report.

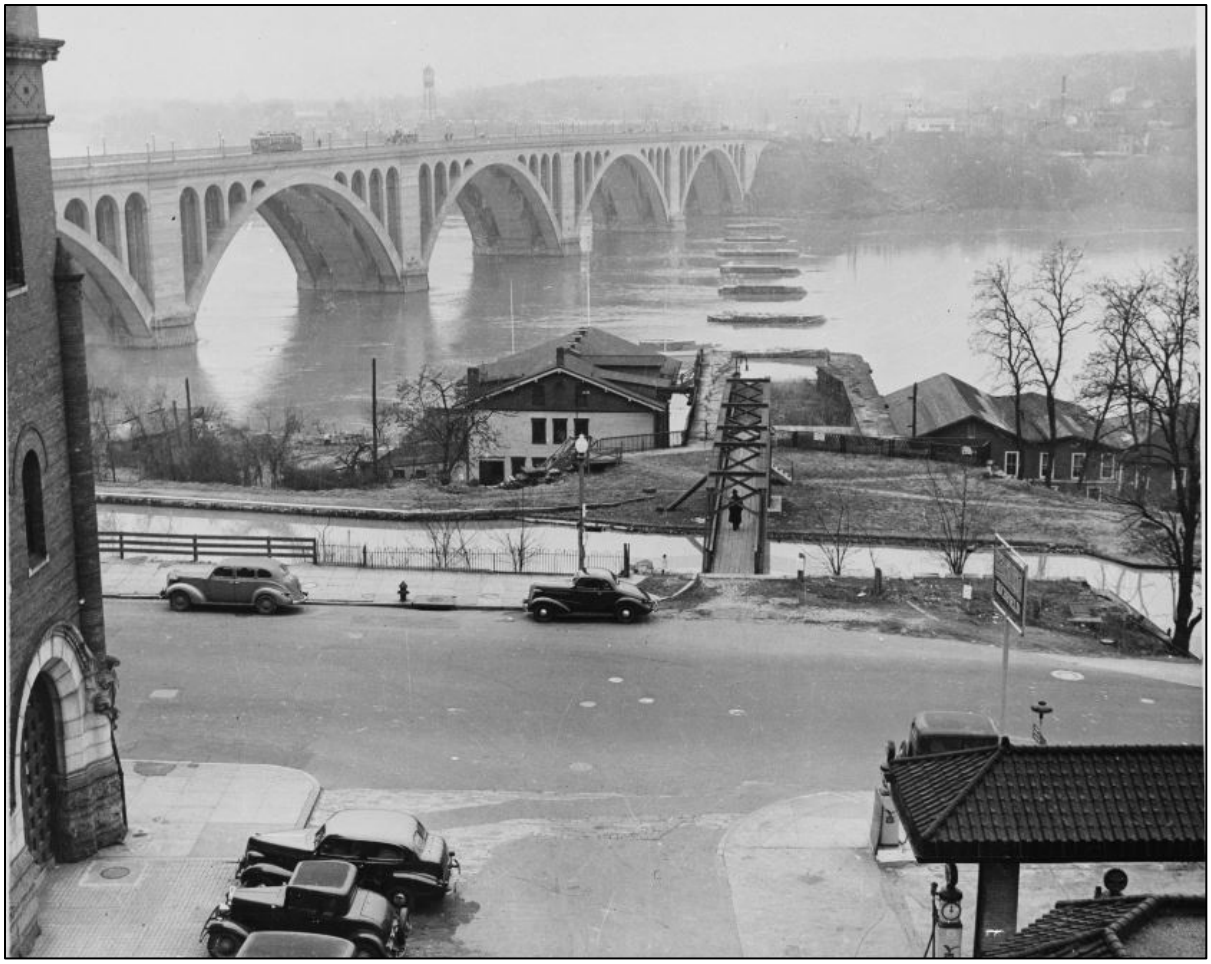


Figure 92: Photograph facing south showing the footbridge spanning the C&O Canal within the CLI boundary between the sidewalk south of the Capital Traction Company Union Station and the aqueduct's northern abutment (this feature is no longer extant). The photograph illustrates the intersection between the canal prism and the aqueduct trunk, as well as the masonry plug between these features (also no longer extant). "Potomac Aqueduct Piers," Ca. 1940. Library of Congress (https://lccn.loc.gov, accessed 2022).



Figure 93: The stone portion of the wall seen in this photograph demonstrates two phases of construction, one made with random rubble (right) and the other made with coursed ashlar stone masonry (left). This stone wall was later incorporated into the larger concrete retaining wall adjacent to Canal Road NW (photograph taken facing north). (NPS/Jones 2023).



Figure 94: The C&O Canal prism and towpath, facing east. (NPS/Jones 2023)



Figure 95: Connection between the aqueduct's northern abutment and the C&O Canal towpath, facing south. (NPS/Jones 2023)

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Access to the Potomac River from the southside of the WCC boathouse	**Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
C&O Canal towpath within the CLI boundary	**Contributing**	**Mile 001-002, Towpath**	**046542**	**Location**	**7188**	**Yes**

Capital Crescent Trail	**Non-Contributing - Compatible**	**N/A**	**N/A**	**Location**	**7260**	**Yes**
Parking area east of the boathouse	**Non-Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Driveway east of the boathouse that leads between the parking area and the Capital Crescent Trail	**Non-Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

Buildings and Structures

Buildings are elements constructed primarily for sheltering any form of human activity in a landscape, while structures are elements constructed for functional purposes other than sheltering human activity.

Historic Condition:

Note that the following section organizes the buildings and structures in the chronological order that they were introduced into the cultural landscape.

Potomac Aqueduct/Aqueduct Bridge:

The Potomac Aqueduct (also known as the Alexandria Aqueduct and later called the Aqueduct Bridge) was constructed between 1831 and 1843 by the Alexandria Canal Company to connect the C&O Canal to the Alexandria Canal with the aqueduct opening to traffic on July 4, 1843 (Elder and Weldon 2018: 54; US Commission of Fine Arts and National Park Service 1968: 59). The structure was flanked by stone abutments on either shore, with the northern Georgetown abutment supported by two stone arches and built into the berm of the C&O Canal. The west wing of this connection featured a stepped design feature that spanned the distance between the top and foot of the berm. This feature was likely intended to be ornamental, but newspaper articles dating to 1905 indicate that early WCC members and spectators may have used the feature to navigate the grade change between the WCC site and the canal (*Evening Star* August 20, 1905:

50; *Washington Post* September 3, 1905: S4). Refer to the Topography section of this report for additional information. The wooden superstructure was supported by eight stone piers arrayed in the Potomac River that held the aqueduct's deck about 30 feet above the high tide (Unrau 2007: 648). The stone canal trunk and a carriage lane were suspended on this deck (Elder and Weldon 2018: 54).

During the Civil War, the United States government took control of the Potomac Aqueduct and drained it on December 16, 1861, in part to defend the capital against Confederate attack (Brown 2020: 39; Elder and Weldon 2018: 64; US Commission of Fine Arts and National Park Service 1968: 59). The government retained control of the aqueduct until 1866 (US Commission of Fine Arts and National Park Service 1968: 59). About two years later the Alexandria Railroad and Bridge Company modified the structure to accommodate a toll bridge supported by the aqueduct's trunk, which allowed the company to continue to use the lower level for canal traffic and to use the upper level as a highway bridge (Elder and Weldon 2018: 69; US Commission of Fine Arts and National Park Service 1968: 59-60). Congress purchased the Potomac Aqueduct in 1886 and executed a project completed in 1888 that replaced the existing superstructure with a light iron truss bridge built on top of the existing stone piers of the aqueduct (Elder and Weldon 2018: 77; US Commission of Fine Arts and National Park Service 1968: 60). This truss design did not include a canal trunk and the feature served as a bridge from this point forward in its history (Brown 2020: 39-40).

Following construction of the WCC boathouse (1905), the aqueduct provided a place for spectators to gather during regattas and other competitions between the WCC and other clubs including the PBC and later Dempsey's (Brown 2020: 50). As part of construction of the Georgetown Branch, the B&O Railroad expanded the northern arch of the Potomac Aqueduct/Aqueduct Bridge to allow trains to pass beneath the bridge, likely between 1909 and 1910 (Brown 2020: 32; Elder and Weldon 2018: 83; US Commission of Fine Arts and National Park Service 1968: 61). The Francis Scott Key Bridge (Key Bridge), which was designed by Nathan C. Wyeth and constructed between 1917 and 1923 outside of the WCC CLI boundary, replaced the Potomac Aqueduct/Aqueduct Bridge (Caemmerer 1953: 209; Callcott 1996: 8-2; Fishback 1917: 314). However, the abandoned aqueduct was not immediately removed. The CWA razed the iron superstructure and upper portion of the stone piers in 1933 and the USACE removed the remaining portions of the Potomac Aqueduct bridge piers, save one near the Virginia shore (pier one) in 1962 (Brown 2020: 41; Elder and Weldon 2018: 83, 168; Harris Hughes et al. 2021: 65; *Washington Post* December 30, 1933: 4; *Washington Post* October 17, 1934: 8). Baist maps dating to

1931 and 1937 illustrate the transition from the Aqueduct Bridge connecting to an extension that spanned the C&O Canal prism to a footbridge (Figure 97).

Beall & Shoemaker/W.H. Tenney & Sons Analostan Mills:

The power provided by the C&O Canal spurred Georgetown's milling industry and over the course of the 19th century and into the 20th century, the WCC cultural landscape and immediate vicinity featured a number of mills and other industrial buildings (US Commission of Fine Arts and National Park Service 1968: 61). In the 1860s, there were two buildings on the shoreline west of the Potomac Aqueduct within the CLI boundary, although their function is unknown (

Figure 13) (Smith 1865). An 1861 map that depicts conditions between 1856-1859 in the area represents the larger of these two buildings and may also illustrate a ramp leading from the building to the C&O Canal towpath, which is corroborated by a photograph taken between 1860 and 1865 (Figure 11) (Barnard 1865; Boschke 1861). Beall & Shoemaker's Analostan Mills were established by 1875 and operated within the CLI boundary west of the aqueduct by 1888 (Canal View of Beall & Shoemaker's Mill 1888; Maryland State Archives 2007: 19). A stereograph card depicts the mill with the Potomac Aqueduct behind it and the truss design of the aqueduct matches the one in place from 1868 until 1888 (Figure 15) (US Commission of Fine Arts and National Park Service 1968: 61). W.H. Tenney & Sons established a flour mill to the east of the Potomac Aqueduct (outside of the CLI boundary) in 1879 under the name Capital Flour Mills (Maryland State Archives 2007: 5; Sanborn Map Company 1888: Plate 40).

By 1903, W.H. Tenney & Sons had purchased the Analostan Mills within the WCC CLI boundary, located immediately west of the aqueduct (Figure 19) (Sanborn Map Company 1903: Plate 111). The complex processed flour and corn meal relying on power generated by water leased from the C&O Canal Company (Brown 2020: 28). A Sanborn Fire Insurance map from this period depicts a three-story wood frame feed mill housing one grinding machine and two burrs, with a two-story addition (Sanborn Map Company 1903: Plate 111). To the east of the feed mill is a wood frame dwelling and a log gable-roofed building (Brown 2020: 29; Sanborn Map Company 1903: Plate 111). The Washington & Western Maryland Railroad Company's elevated trestle is depicted as ending just south of the log building (Baist 1903: Plate 2). During this period, to the west of the CLI boundary, there were a number of other industrial buildings along the shoreline, including a cluster associated with the Independent Ice Company just northeast of the Three Sisters Islands (Baist 1903: Plate 19). The Analostan Mills complex was represented in Baist Real Estate Atlases in 1907, 1909-1911, and 1913-1915 (with the exception of the log building) (Baist 1907: Plate 2; Baist 1909: Plate 2; Baist 1913: Plate 2). However, photographs from 1909 and 1912 show the mill

buildings removed (Figure 29) (Georgetown College & Aqueduct Bridge 1909; Military Funeral Procession Crossing Aqueduct Bridge 1912). Furthermore, there are unidentified buildings with floating docks west of the WCC boathouse in these images not represented on the Sanborn and Baist maps. These are likely associated with recreational boating on the river rather than industrial use.

Washington & Western Maryland Railroad Company's Elevated Trestle:

The Washington & Western Maryland Railroad Company proposed an elevated trestle south of the C&O Canal along the shoreline of the Potomac River through and in the vicinity of the WCC CLI boundary in order to connect Georgetown to greater Maryland via rail. The rail line was never completed, although a portion of the design was executed with 4,400 feet of trestle constructed and about two miles of track laid inland between around 1890 and 1892 (Figure 16) (Brown 2020: 30; Harris Hughes et al. 2021: 31). In 1906, the B&O Railroad began plans for its Georgetown Branch connecting Silver Spring, Maryland, to Georgetown along the right-of-way previously secured by the Washington & Western Maryland Railroad Company. However, the B&O Railroad ultimately built tracks north of the elevated trestle at the base of the C&O Canal, in part to accommodate the WCC boathouse that was built within the right-of way in 1905 (Figure 22) (Harris Hughes et al. 2021: 31; Price et al. 2013: 21). The railroad removed the remaining portions of the elevated rail trestle in 1907 and laid new track immediately north of the WCC boathouse between 1908 and 1910 (Brown 2020: 30, 31; Harris Hughes et al. 2021: 21, 31).

Washington Canoe Club Boathouse:

The WCC as an organization was established in 1904 as a competitive athletic club focused on paddling sports. The club may not have been formally incorporated until 1905 (Harris Hughes et al. 2021: 18; Price et al. 2013: 4). In August 1905, the WCC began construction on its Shingle style boathouse designed by architect George Percival Hales (Harris Hughes et al. 2021: 33; Price et al. 2013: 4; *Washington Post* August 2, 1905: 9). WCC oral history records that the members built the boathouse themselves, although the firm R.Z. Hazell & Bro. are listed as builders on the building permit (Bird 1991: 8-5; Brown 2022: 17; Harris Hughes et al. 2021: 5, 20; Price et al. 2013: 5-6, 8; Washington Canoe Club 1954: 1). The first iteration of the boathouse was finished in December 1905 (*Evening Star* December 28, 1905: 9; Price et al. 2013: 4; *Washington Times* December 6, 1905: 8). The Shingle style architecture displayed in the uniform surface clad in wooden shingles and complex massing of the WCC boathouse was not typical within the Washington, DC, area (McAlester 2013: 374; Price et al. 2013: 31). The boathouse was constructed within the disused right-of-way of the unfinished Washington & Western Maryland Railroad Company's elevated

rail line and most of the building stood over the Potomac River on pilings or piers constructed of southern yellow pine, with the exception of the northern elevation, which was constructed on the shoreline (Figure 98) (Brown 2020: 19, 28, 29).

The WCC engaged Hales to design an expansion to their boathouse in 1909, which would be constructed by the building firm Howison & Skinker (*Evening Star* November 26, 1909: 2; Harris Hughes et al. 2021: 20). Completed by the early spring of 1910, the two-story, wood-frame addition incorporated a steel bridge that connected the northeast tower of the boathouse at the mezzanine level to the towpath of the C&O Canal (later removed around 1970) (Brown 2020: 46; *Evening Star* March 13, 1910: 20; Harris Hughes et al. 2021: 21, 27; Price et al. 2013: 10). The 1909-1910 addition completed the symmetrical façade of the building on the river side and is generally considered to be the second phase of construction, completing the design started with the 1905 boathouse (Bird 1991: 8-5; Brown 2020: 20; Harris Hughes et al. 2021: 33; Price et al. 2013: 9-10). The WCC added a three-bay eastern addition that included a women's locker room between 1920 and 1922 (Harris Hughes et al. 2021: 5, 23; Price et al. 2013: 11). Between 1936 and 1939, the women's locker room was expanded, spanning across the entire length of the northern side of the eastern addition (Harris Hughes et al. 2021: 5, 23, 24, 33, 79).

Impacts from ice dams and flooding periodically damaged the WCC boathouse and other boathouses in the area. In February 1918, the Potomac River crested at 13.8 feet above normal levels in the Georgetown area and large blocks of ice collided with the area boathouses, including the WCC (NOAA 2023; *Washington Post* February 15, 1918: 1). The Georgetown waterfront was inundated by a record-breaking flood in March of 1936 that flooded the WCC boathouse to 15 inches above level of the second floor (Brown 2020: 45; Emery 1938: 52; Harris Hughes et al. 2021: 6, 13, 24; Price et al. 2013: 26; *Washington Post* March 20, 1936: 21). In 1957, the WCC boathouse was displaced five feet down river by flooding, after which the club's members moved it back to its original location. In 1972, Hurricane Agnes flooded the WCC boathouse's first floor and caused damage to the building that necessitated several repairs (Bird 1991: 7-4; Brown 2020: 122; Harris Hughes et al. 2021: 24, 27; Price et al. 2013: 12, 13, 26).

CHOH was established as a park unit in 1971 under Public Law 91-664 and land associated with the WCC cultural landscape including the boathouse was included in the new park's boundary (Harris Hughes et al. 2021: 13; Cianci Salvatore and Potter 2015: 8-224). From its construction and through the 1960s the WCC was surrounded by a changing multitude of structures, some industrial and some related to recreation. WCC member Christopher N. Brown observes: "[f]ar from being an isolated, stand-alone structure the boathouse during its 115-year span has been in

the midst of various configurations of mills, warehouses, sheds, docks, railroad outbuildings, icehouses, shacks, camps, and other buildings" (Brown 2020: 27). The NPS limited construction along the Potomac River upriver from Key Bridge following creation of CHOH and ultimately led to the WCC being one of the only buildings in the area.

WCC members continued to maintain the boathouse at the close of the 20th and into the 21st century. Members replaced the structural support system of the eastern addition in 1992 to accommodate larger boat sizes and a series of repairs were executed between 2005 and 2008 (Harris Hughes et al. 2021: 5, 29, 79). The NPS determined the WCC boathouse was structurally unsound in 2010 and the building remained completely unoccupied until early spring 2013, when the NPS implemented temporary measures to improve the structural integrity of the building allowing it to be partially reopened (Harris Hughes et al. 2021: 6, 29; Price et al. 2013: 31). In the following years, the NPS and WCC began to coordinate planning for the rehabilitation of the boathouse and as of 2023, this process is ongoing (CHOH March 5, 2020).

Dempsey's:

Prior to moving to the parcel west of the aqueduct's northern abutment, Dempsey's boathouse, which the Georgetown University crew team occupied, was located at the foot of 32nd Street NW. They purchased their first boathouse from the Columbia Boat Club in 1899 and were required to vacate the building following a 1903 Supreme Court decision that ultimately led to the building's demolition in July 1904 (Kreisa et al. 2022: 7-6). Georgetown University purchased a floating boathouse in November 1905 and the school spent the winter modifying it for their use. The crew team towed their floating boathouse, named for their coach Patrick Dempsey, from the Virginia shore to its location west of the Aqueduct Bridge in March 1906 (Kreisa et al. 2022: 7-6; *Washington Post* March 8, 1906a: 8). The boathouse sank in August of 1906 and was subsequently repaired and returned to its moorings, likely in 1908 (although it is possible that this did not occur until the following year) (Figure 98) (*Evening Star* September 16, 1906: 53; *Evening Star* October 7, 1909: 22; Kreisa et al. 2022: 7-6; *Washington Post* August 20, 1906: 6; *Washington Post* August 23, 1908: S4). The PBC joined the WCC and Dempsey's to the east of the aqueduct's abutment, outside of the CLI boundary, in July 1908 (*Washington Post* July 10, 1908: 9).

Over the following decade, the boathouse row around the aqueduct expanded as both the WCC and Dempsey's grew. Dempsey's executed an addition that increased their storage capacity to 1,000 canoes between 1913 and 1914 (Brown 2020: 37; Harris Hughes et al. 2021: 12; Price et al. 2013: 11; *Washington Post* May 3, 1914: R3). While Dempsey's focused on rowing as an affiliate of the Georgetown crew team, the boathouse also accommodated the National Capital Canoe Club

and stored about 100 boats belonging to its members (*Washington Post* June 29, 1913: S2). Note that the only boathouses that definitely stood within the CLI boundary were the WCC and Dempsey's, although Warner's may have also had a storage facility within the CLI boundary west of the WCC (Brown 2020: 44; Harris Hughes et al. 2021: 13). The long shed was later removed, perhaps in response to flood damage (Figure 51) (Untitled circa 1945).

The Potomac River flood of 1918 led to damages estimated as high as $35,000 to Dempsey's boathouse (Figure 44) (*Washington Post* February 18, 1918: 2). The boathouse had to engage in extensive repairs following this event and by 1922, the former one-story boathouse was replaced by a two-story building and a single-story boat shed abutting the WCC's eastern addition (Brown 2020: 41; Harris Hughes et al. 2021: 12, 13).

A car crashed into Dempsey's boathouse in March 1957, damaging the boathouse, a tool shed, and about a dozen canoes (*Evening Star* March 23, 1957: 7; Price et al. 2013: 20). The boathouse was abandoned in 1959 due to structural issues but continued to be used for storage (Graves July 17, 1959: C6; Price et al. 2013: 28). Dempsey's boathouse was destroyed in a three-alarm fire in 1961 and was not rebuilt (Bradley May 4, 1961: A1). Following Dempsey's destruction, the WCC was the only boathouse that remained within the CLI boundary.

Floating docks:

Both the WCC and Dempsey's boathouses used floating docks to facilitate access to the Potomac River during the cultural landscape's period of significance. Note that the PBC also had floating docks in front of the aqueduct's northern abutment in the Potomac River, but this is outside of the CLI boundary. The configuration of the floating docks for the WCC and Dempsey's changed to accommodate additions and modifications to the boathouses over time. The earliest iteration of the WCC boathouse (1905) had a single, central canted ramp running to floating docks, a configuration that persisted following the 1909-1910 addition (Figure 23, Figure 35) (Brown 2020: 20; Harris Hughes et al. 2021: 5, 17). Following construction of the eastern addition of the WCC boathouse, the WCC installed an additional canted ramp leading from the three-bay addition to floating docks (Figure 46) (Brown 2020: 41). Dempsey's earliest boathouse (1906-circa 1908) adjacent to the aqueduct had two canted platforms leading to floating docks, which was later expanded with the addition of the boat shed that abutted the WCC boathouse (1913-1914) (Brown 2020: 41, 50). The WCC's docks were likely suspended by a floatation system the incorporated empty whiskey barrels for buoyancy (Figure 56) (Brown 2020: 46). During the site's period of significance, it was typical for boathouses to remove their docks and ramps during the winter months to reinstall them in the spring in response to seasonal flooding (Brown 2020: 94).

Prior to the installation of the Potomac Interceptor, the floating docks were within the present-day CLI boundary. However, following introduction of the sewer line (1966-1968), the floating docks were moved beyond the CLI boundary.

Riprap:

The WCC applied for a permit for the USACE to install riprap above the boathouse around 1909 and the work was completed in the early 1910s (Harris Hughes et al. 2021: 21; Price et al. 2013: 10). The club may have had a cement retaining wall installed around 1917 to protect the building's foundations (Price et al. 2013: 10). It is also possible that additional riprap was installed around the WCC boathouse's pilings as part of the three-bay eastern addition's construction (1920-1922) (Harris Hughes et al. 2021: 33). In 1962, when the USACE demolished the remaining piers of the Aqueduct Bridge (except one near the Virginia shore) some of the material from the demolished structure was used as riprap to line the shoreline near the WCC (Bird 1991: 7-2; Harris Hughes et al. 2021: 65). However, this material was covered by the subsequent installation of the Potomac Interceptor (1966-1968) (Figure 86).

Concrete Retaining Wall Adjacent to Canal Road NW:

The Commissioners of the District of Columbia built a concrete retaining wall to reinforce the canal prism and Canal Road NW between 1919 and 1922 (Christianson et al. 2021: 8). A portion of this wall is stone rather than concrete and demonstrates two phases of construction. A small part built of random rubble may correspond with the location of the 1856 mule bridge near 37th Street NW that is no longer extant (Ebersole and Boyle 2023: personal communication). The other stone portion of this wall, made of coursed ashlar masonry, is likely part of a later phase of construction than the random rubble portion. The concrete retaining wall within the CLI boundary was modified with the addition of a canted wing wall at the entrance between Canal Road NW and the canal's towpath at some point between 1939 and the late 1940s.

Potomac Interceptor:

In 1960, congress enacted Public Law 86-515, which authorized construction of the Potomac Interceptor sewer line. The USACE laid a 15-foot-wide concrete apron south of the WCC, covering the eight-foot diameter sanitary pipe as part of this project (Brown 2020: 125; Harris Hughes et al. 2021: 33, 65). Work on the portion of the Potomac Interceptor adjacent to the WCC was completed between 1966 and 1968, however, work on the entire system was not complete until around 1971 (*Evening Star* March 16, 1969: 87; Price et al. 2013: 13; *Washington Post* May 8, 1966: 9). The concrete apron raised the grade around the building by about ten inches, which

changed the buildings overall proportions and increased water infiltration into the building (Harris Hughes et al. 2021: 24, 26). The WCC backfilled around the sewer with concrete donated by two nearby concrete mixing companies to reinforce the boathouse's foundations (Harris Hughes et al. 2021: 65). The WCC also reconfigured their floating docks to accommodate the sewer line and the concrete apron (Price et al. 2013: 33). Note that the installation of the Potomac Interceptor corresponds with the end of the cultural landscape's period of significance (1905 to 1966).

Existing Conditions:

The double arched, stone abutment of the Potomac Aqueduct/Aqueduct Bridge on the Washington, DC, side of the river and a pier near the Virginia shore remain in situ today (the pier is outside of the CLI boundary) (Figure 96). Both were locally listed in the District of Columbia Inventory of Historic Sites as the Potomac Aqueduct Bridge Abutment and Pier on January 23, 1973 (District of Columbia Government 2009: 127). The abutment's condition in CRIS-HS as of May 2023 is listed as "Fair" (Resource ID 012994) The abutment is also a contributing structure in the Georgetown Area CLI parent landscape (CLI Feature ID 182227). The PBC is currently using the southern arch of the aqueduct abutment for boat storage. CHOH staff are working to initiate a formal agreement with the PBC for this use, but one is not in place as of 2023. Note that the retaining wall 0.67-1.07 (terminating around mile 1.07) is contributing to the Georgetown Area CLI, but is outside of the WCC CLI boundary and is therefore not inventoried. This is a separate feature from the concrete retaining wall (1919-1922) that supports the canal prism along Canal Road NW. This feature is extant and within the WCC CLI boundary.

The Analostan Mills complex, Washington & Western Maryland Railroad Company's Elevated Trestle, Dempsey's boathouse, and boat related buildings and structures west of the WCC are no longer extant. Near the entrance of the Capital Crescent Trail there is a mortared stone and concrete enclosure around an access point for the Upper Potomac Interceptor (UPI). This feature post-dates the site's period of significance as it is within the right-of-way of the railroad tracks that were abandoned between 1985 and 1986 and then subsequently removed. Since 2021, equipment for the Potomac River Tunnel CSO 28 has been installed on site northwest of the UPI enclosure (Ebersole and Boyle 2023: personal communication).

The WCC boathouse is also extant on site and was locally listed on the same date as the aqueduct abutment (District of Columbia Government 2009: 167). The boathouse was not included as a contributing building in the Georgetown Area CLI, because while research was being completed for the parent landscape's CLI, the NPS was determining ownership of the building and has since

verified that the agency owns it in fee simple (Elder and Weldon 2018: 18). The building's footprint in the present-day measures approximately 142 feet by 45 feet with the oldest portion of the building (1905) measuring 61 feet by 45 feet and the 1909-1910 addition expanding the footprint another 30 feet to the east. The 1920-1922 eastern addition has a footprint of approximately 50 feet by 44 feet (Harris Hughes et al. 2021: 48; Price et al. 2013: 32). The 2021 HSR for the building states that the boathouse, "…is generally in poor condition, with some components being beyond repair" (Harris Hughes et al. 2021: 6). The condition recorded in CRIS-HS is also noted as "Poor" as of May 2023 (Resource ID 807066). As discussed above, the installation of the Potomac Interceptor (1966-1968) changed the proportions of the first floor of the WCC. The roofing material of the building during its period of significance is unknown, but it currently features a standing seam metal roof. The earliest iterations of the boathouse likely employed wooden shingles, although by the 1910s the roof may have comprised sheet metal pans or asbestos-cement shingles (Harris Hughes et al. 2021: 54). The majority of the building is currently unoccupied as the NPS deemed it structurally unsound in 2010, however, the eastern portion of the first floor of the building is still used for boat storage (Harris Hughes et al. 2021: 6, 71).

The Potomac Interceptor (1966-1968) and associated 15-foot-wide concrete apron are in situ between the boathouse and the Potomac River. This feature is used by the club to arrange tables, chairs, and other small-scale features used primarily for social functions of the organization. To the east, the WCC's parking area is situated on the concrete apron. The installation of the Potomac Interceptor necessitated a modified configuration of the club's floating docks, which now extend directly from the concrete apron into the river without a canted platform (Brown 2020: 125; Harris Hughes et al. 2021: 33, 65). Note that the floating docks belong to the WCC organization and are located outside of the WCC CLI boundary. Therefore, this feature is not inventoried.

The Potomac Interceptor also required WCC members to pour concrete west of the boathouse to attempt to mitigate water infiltration into the building. This is installed as a patchwork of concrete from different periods, with one area close to the boathouse's western turret dated March 7, 1998 (Figure 99). A makeshift firepit has been constructed out of partially mortared cinderblocks near the center of this concrete pad that is the property of the WCC organization and therefore not inventoried (Figure 100). A metal shipping container is serving as a temporary storage unit in the expanded leased area west of the boathouse (Figure 101). However, this is the property of the WCC organization and is therefore not inventoried. There is an additional cracked concrete pad

east of the boathouse used for boat storage and as a staging area (Figure 102). Due to its placement in relation to the built-out shoreline associated with the concrete apron and its materiality, it is clear that this feature was installed after the Potomac Interceptor was built.

The installation of the Potomac Interceptor extended the shoreline within the CLI boundary beyond its location during the period of significance. Refer to the Topography section above for additional details. The extension of the shoreline covered the riprap that was there, including any associated with the 1962 USACE demolition of the aqueduct piers. The current riprap is a mix of boulders and concrete debris including sheets of concrete that were poured in place over the shoreline material (Figure 103, Figure 104, Figure 105).

Analysis:

The WCC boathouse and northern abutment of the Potomac Aqueduct/Aqueduct Bridge are important features that convey the character of buildings and structures within the WCC cultural landscape during the site's period of significance. Although a number of the landscape's historic buildings and structures are no longer extant, including Dempsey's boathouse, these remaining features convey the site's history as a boathouse row and recreational landscape. The WCC cultural landscape retains integrity of buildings and structures.



Figure 96: Buildings and Structures Existing Conditions - Full size graphics are located at the end of this report.



Figure 97: Buildings and Structures diagram showing the year that features were introduced to the WCC cultural landscape. Note that this information is based on data found in historical Baist's Real Estate Atlas surveys and therefore all locations and footprints are approximate. This map illustrates the chronology of when buildings and structures were added to the cultural landscape, but does not represent when they were removed. Refer to Drawing #11 (Figure 98) for this information. Full size graphics are located at the end of this report.

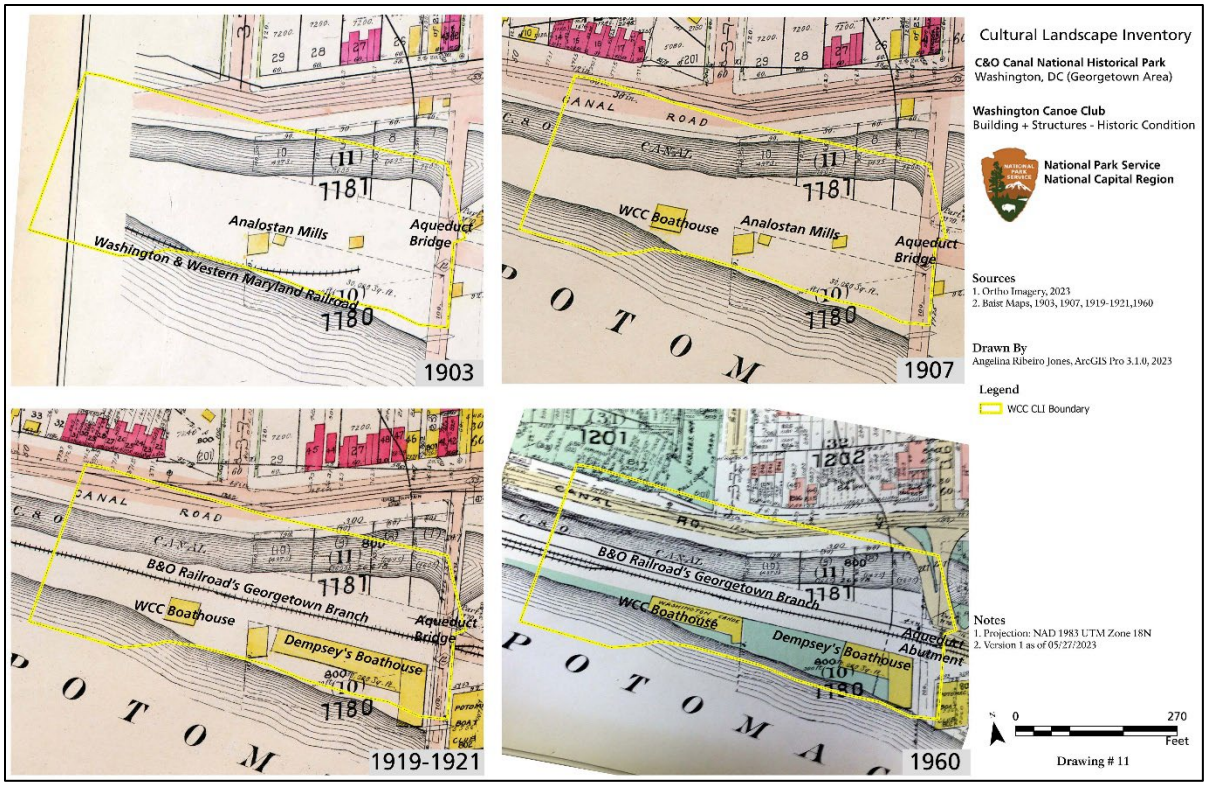


Figure 98: Buildings and Structures diagram showing the historical arrangement of features within the WCC cultural landscape according to real estate and insurance surveys. Full size graphics are located at the end of this report.



Figure 99: Concrete pad west of the WCC boathouse with inscription reading, "3/7/98 // Lederle, Joe // Jobber, Roy // Caspar, Bill" (no direction). (NPS/Magill 2021)



Figure 100: Firepit west of the boathouse, facing west. (NPS/Jones 2023)

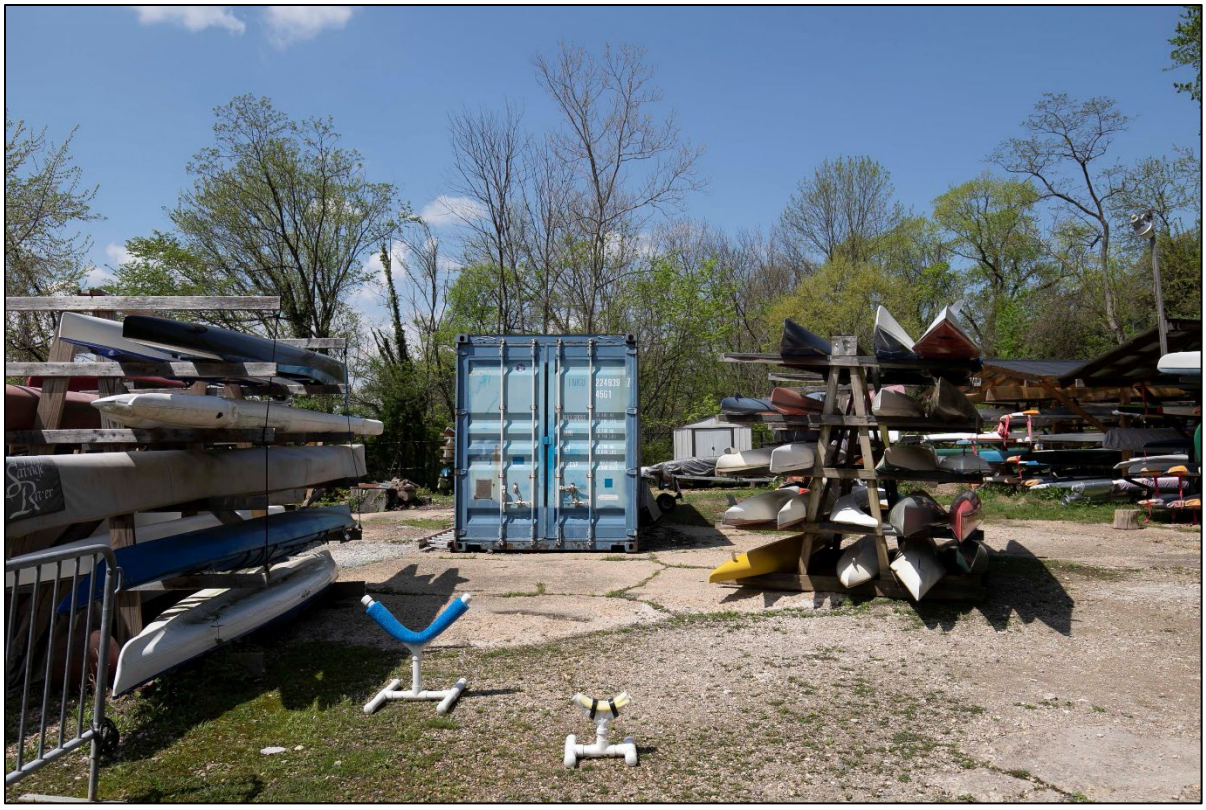


Figure 101: Shipping container within the boat storage west of the WCC boathouse, facing west. (NPS/Magill 2021)



Figure 102: Concrete pad east of the WCC boathouse, facing northeast. (NPS/Magill 2021)



Figure 103: Broken concrete riprap (no direction). (NPS/Magill 2021)



Figure 104: Sheet of concrete that was poured in place over the shoreline material, facing southeast. (NPS/Magill 2021)



Figure 105: Riprap south of the WCC boathouse, facing north. (NPS/Magill 2021)

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Potomac Aqueduct/Aqueduct Bridge Northern Abutment	**Contributing**	**Potomac Aqueduct, Abutments**	**012994**	**Location**	**73031**	**Yes**
WCC Boathouse	**Contributing**	**Washington Canoe Club**	**807066**	**Location**	**231585**	**Yes**
Concrete retaining wall adjacent to Canal Road	**Contributing**	**Mile 001-002, Canal Prism**	**046541**	**Location**	**253568**	**No**

Potomac River Tunnel CSO 28 Equipment	**Non-Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Potomac Interceptor and Concrete Apron	**Non-Contributing - incompatible**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Concrete pads to the east and west of the WCC boathouse	**Non-Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Upper Potomac Interceptor (UPI) and mortared stone enclosure	**Non-Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Riprap	**Non-Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

Views and Vistas

A view is the expansive and/or panoramic prospect of a broad range of vision that may be naturally occurring or deliberately contrived. A vista is a controlled prospect of a discrete, linear range of vision, which is deliberately contrived.

Historic Condition:

The analysis that follows identifies key views and vistas on site informed by the spatial organization, land use, cultural traditions, topography, and circulation analyses included above in this section. The patterns of occupation and use of the site during the cultural landscape's period of significance defined its significant views and vistas. Below is a summary of these significant views and vistas, but the proceeding sections of this Analysis and Evaluation should be consulted for additional historical context.

The façade of the WCC boathouse is its southern elevation that fronts onto the Potomac River. The views offered historically from the floating docks, canted platforms, balconies, and decks of

the building are therefore of primary significance to this cultural landscape. During the site's period of significance, club members and visitors would have had views across the Potomac River to the Virginia shore and Rosslyn in present-day Arlington County, the Potomac Aqueduct/Aqueduct Bridge and later the Key Bridge to the east, and the Three Sisters Islands to the west (Brown 2020: 55, 98, 100). The building's northern elevation and the area around the Georgetown Branch right-of-way offered views of the C&O Canal and the larger Georgetown skyline, including of the Capital Traction Company Union Station. These views were partially obstructed by the berm of the canal and volunteer vegetation growing there and would have been best seen from the steel bridge that connected the boathouse to the canal's towpath (Brown 2020: 46).

The Potomac Aqueduct/Aqueduct Bridge afforded views to the Potomac River during the WCC cultural landscape's period of significance, which made it an important platform from which spectators could watch paddling, swimming, and other boating competitions on the river (Brown 2020: 50). From the aqueduct's northern abutment, the C&O Canal and Georgetown would have been visible to the north, the WCC and Dempsey's boathouses to the west, and the PBC and Key Bridge to the east.

The C&O Canal towpath and prism offered a vista along the waterway and filtered views out toward the Potomac River and towards the northern elevation of the WCC during the site's period of significance (Brown 2020: 111). The intersection between the C&O Canal and the Potomac Aqueduct/Aqueduct Bridge offered an unobstructed view between the two features and to the river beyond to the south (Brown 2020: 38; Price and Boucher 2000).

Existing Conditions:

The views and vistas described above persist to this day although some have been altered through modifications made following the end of the period of significance (Figure 106). Views toward the Virginia shore from the WCC and aqueduct's northern abutment have been altered by construction of high-rise development, which would have been characterized by low-rise industrial fabric during the historic period (Figure 3) (Starling 1961). Views from the WCC toward the C&O Canal and Georgetown were diminished with the removal of the steel pedestrian bridge connecting the boathouse to the towpath around 1970. Views from the Potomac Aqueduct/Aqueduct Bridge were similarly diminished by the erection of Key Bridge (1917-1923), the removal of the aqueduct's superstructure (1933) and all but one pier (1962), and the destruction of Dempsey's boathouse (1961), although these modifications occurred during the site's period of significance. Vistas along the C&O Canal and views from the canal to the WCC

remain filtered by volunteer vegetation (Figure 107, Figure 113, Figure 114). Similarly, the view between the C&O Canal towpath towards the aqueduct abutment remains open (Figure 108).

Analysis:

The views and vistas that characterized the WCC cultural landscape during its historic period are largely intact, despite development along the Virginia shore and the loss of features such as Dempsey's boathouse, the aqueduct superstructure, and the steel bridge connecting the WCC boathouse to the towpath. The site continues to offer significant views from the WCC boathouse, the Potomac Aqueduct/Aqueduct Bridge's northern abutment, and the C&O Canal (Figure 109, Figure 110, Figure 111, Figure 112, Figure 115). Notwithstanding the changes to the views and vistas since the WCC cultural landscape's periods of significance, the site exhibits integrity of this landscape characteristic.



Figure 106: Views and Vistas Existing Conditions - Full size graphics are located at the end of this report.



Figure 107: View from the C&O Canal toward the Potomac River and the Washington Canoe Club (WCC), facing south. (NPS/Jones 2023)



Figure 108: View of the aqueduct's northern abutment from the C&O Canal towpath, facing south/southeast. (NPS/Jones 2023)



Figure 109: View of Three Sisters Island from boathouse, facing west. (NPS/Jones 2023)



Figure 110: View of Rosslyn from the WCC floating docks, facing south. (NPS/Jones 2023)



Figure 111: View from the aqueduct toward Three Sisters Islands, facing west. (NPS/Jones 2023)



Figure 112: View from the aqueduct to Key Bridge and Rosslyn, facing southeast. (NPS/Jones 2023)



Figure 113: Vista along the C&O Canal towpath, facing west. (NPS/Jones 2023)



Figure 114: Vista along the C&O Canal towpath, facing east. (NPS/Jones 2023)



Figure 115: View from north of the WCC boathouse towards the C&O Canal and Georgetown, facing north. (NPS/Jones 2023)

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Views from the C&O Canal toward the Potomac River, the WCC boathouse, and the aqueduct's northern abutment	**Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

Views from the WCC boathouse's façade toward the Virginia shore, Key Bridge, and Three Sisters Islands	**Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Views from the aqueduct's northern abutment toward the Potomac River, the WCC, the C&O Canal, Georgetown, the PBC, and Key Bridge	**Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Vista along the C&O Canal	**Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Views from north of the WCC boathouse towards the C&O Canal and Georgetown	**Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

Constructed Water Features

Constructed water features are built features and elements that utilize water for aesthetic or utilitarian functions in the landscape.

Historic Condition:

The stretch of canal prism that runs through the WCC cultural landscape was part of Section B of the Georgetown Level, construction of which commenced on May 1, 1829, executed by contractor John Baker (Elder and Weldon 2018: 48). The prism was designed as a trapezoidal form with a wider surface than bottom to aid in the flow of water (Elder and Weldon 2018: 143). Plans for the canal prism specified that it measure 60 feet wide at the top and 42 feet wide at the bottom, with a uniform depth of 6 feet between Georgetown and Harper's Ferry. However, the executed prism between Georgetown and Little Falls ranged from 46 feet to 80 feet wide at surface with depths between 6 feet to 7 feet (Elder and Weldon 2018: 48, 143, 144). Most of the prism of the Georgetown Level was reinforced with a mix of gabbro (igneous rock) and micaceous schist (metamorphic rock) while the canal sections to the west were constructed of

earth (Elder and Weldon 2018: 48). The canal prism within the WCC CLI boundary was lined with puddling clay rather than stone (Ebersole and Boyle 2023: personal communication).

The CCC restored the canal prism between Georgetown and Seneca, Maryland, as part of Federal Project 712 beginning in 1938 (Elder and Weldon 2018: 88; Mackintosh 1991: 31). Workers from two racially segregated camps comprising Black workers executed tasks such as rebuilding locks and replacing masonry walls (Urner Price November 19, 1939, Page M2). The 22 miles of canal were watered by August 1940 (Elder and Weldon 2018: 88; Mackintosh 1991: 31).

Note that the trunk of the Potomac Aqueduct historically was a constructed water feature within the cultural landscape boundary. However, this feature was removed when the US Congress installed a light iron truss bridge on the existing piers in 1888 (Brown 2020: 39-40; Elder and Weldon 2018: 77; US Commission of Fine Arts and National Park Service 1968: 60). This modification pre-dates the beginning of the WCC cultural landscape's period of significance and therefore the aqueduct is not discussed in this report as a constructed water feature. Refer to the Buildings and Structures portion of the section for additional information about the Potomac Aqueduct/Aqueduct Bridge.

Existing Conditions:

In the present-day, the canal prism at the Georgetown Level retains its dimensions from the period of significance and continues to be lined with clay (Figure 116) (Ebersole and Boyle 2023: personal communication; Elder and Weldon 2018: 147). The prism is watered from mid-April through the end of October and is drained for the winter (Ebersole and Boyle 2023: personal communication). Volunteer vegetation, some of it invasive, grows in and around the canal prism. Refer to the Natural Systems and Features and Impacts sections of this report for additional details. The portion of the canal prism in CRIS-HS that corresponds with that within the WCC cultural landscape is in "Good" condition as of May 2023 (see Mile 001-002, Canal Prism Resource ID: 046541).

Analysis:

The canal prism, the only extant constructed water feature within the CLI boundary, conveys the historic character of the site and makes legible the historical connection between the WCC boathouse and the waterway. The WCC cultural landscape retains a high degree of integrity of constructed water features.

Note that the Georgetown Area CLI, the parent landscape of the WCC cultural landscape, includes the canal prism as a contributing constructed water feature. The Georgetown Area CLI

lists this feature as corresponding with CRIS-HS resource Mile 000-001, Canal Prism (Resource ID 046539). However, starting around Key Bridge and within the WCC CLI boundary the canal prism corresponds with CRIS-HS resource Mile 001-002, Canal Prism (Resource ID 046541).



Figure 116: Constructed Water Features - Full size graphics are located at the end of this report.

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Canal Prism	**Contributing**	**Mile 001-002, Canal Prism**	**046541**	**Location**	**253568**	**Yes**

Small-Scale Features

Small-scale features are elements that provide detail and diversity for both functional needs and aesthetic concerns in the landscape.

Historic Condition:

The archival record of small-scale features within the WCC cultural landscape is comprised primarily of information that can be gleaned from historical photographs and, to a lesser extent, newspaper reports. Around 1900, the Analostan Mills parcel featured a stockade fence to the north between the site and the C&O Canal (Brown 2020: 28). It is uncertain when this feature was removed, but it is within the vicinity of the Georgetown Branch's right-of-way, so we can assume that it was removed prior to or during construction of the spur between 1908 and 1910 (Brown 2020: 30, 31; Harris Hughes et al. 2021: 21, 31). Electrical utility poles lined the Georgetown Branch during the period of significance, including one in close proximity to the eastern bay of the WCC boathouse's northern elevation (Brown 2020: 46, 124).

A 1968 survey of the Georgetown Waterfront contains a photograph dating to 1905 that depicts ironwork fencing installed along the perimeter of the aqueduct's stone abutment (US Commission of Fine Arts and National Park Service 1968: 59). HABS documentation prepared in 1967 and compiled in 2000 of the Potomac Aqueduct notes the following:

> *Today, two types of iron fencing are to be found on the top of the abutment. One is cast in a gothic lancet pattern and fastened into the masonry itself at the edges of the stonework, and probably dates from 1868. The other, far more utilitarian, made of riveted strips, originally was the guard rail for the 1888 iron bridge which was carried across higher than the abutment itself (Price and Boucher 2000: 13).*

Throughout its period of significance, a rotating variety of chairs, tables, and boats were arrayed on the seasonally deployed floating docks (Brown 2020: 22, 44, 94, 96, 100). These were all highly mobile, impermanent features, but their presence conveyed the WCC organization's use of the space between their boathouse and the Potomac River. The canoes and kayaks are, of course, associated with the club's recreational and competitive paddling activities, while the chairs and tables were deployed for social events such as oyster roasts and crab boils (Brown 2020: 96; Price et al. 2013: 22). Chairs were also set out for sunbathing and for spectators to use during competitions (Brown 2020: 22, 100).

Dempsey's, as a boat rental business, would put out signs in the spring advertising canoe rentals (Atchison April 2, 1947: 16; Brown 2020: 124). The WCC boathouse featured a circular sign displaying the club's name and logo by the 1940s (Brown 2020: 26, 61, 95).

A chain link fence surrounded the WCC boathouse by the early 2000s to secure the property. The WCC reduced the amount of fencing around the property around 2007 to allow greater public access to the shoreline (Price et al. 2013: 14).

Existing Conditions:

The circular WCC sign with the club's logo is attached to the façade of the building on the wall of the balcony of the central pavilion (Figure 118). This sign is included as a character defining feature in the 2021 WCC HSR (Harris Hughes et al. 2021: 38). The sign has likely been replaced in-kind throughout the history of the boathouse. As this is an exterior element on the building it is reasonable to expect that it will need to be replaced periodically, similar to the wooden shingle siding or metal roof of the building. The current sign was made by a third generation WCC member, indicating that making the replacement signs is part of the cultural traditions of this organization (Brown 2023b: personal communication).

Four wooden utility poles remain adjacent to the former Georgetown Branch (present-day Capital Crescent Trail) in locations consistent with photographs taken during the period of significance (Figure 119). Markings on the current poles indicate that they were installed in December of 1985, shortly after trains stopped running along the spur (Coalition for the Capital Crescent Trail 2023b). Therefore, while the utility corridor dates to the period of significance, the extant physical infrastructure does not. The two types of ironwork fencing around the eastern perimeter of the aqueduct abutment, described in the 1967 HABS documentation as quoted above, remains in situ (Figure 120, Figure 121).

Following the 2010 determination by the NPS that the boathouse was structurally unsound, most of the canoe and kayak storage on site was moved outside west and east of the building on moveable boat racks (Price et al. 2013: 31, 36). The western outdoor storage area was temporarily enlarged by 2,018 square feet in 2020 to offset the anticipated loss of outdoor storage to the east during the upcoming rehabilitation of the building (Harris Hughes et al. 2021: 47). The chain link fence to the west of the building was modified to accommodate this additional storage space (Figure 75, Figure 76). Chairs and tables stand arrayed on the concrete apron between the boathouse and the Potomac River and on the floating docks as they were during the property's period of significance. Note that the boats, boat racks, tables, and chairs on site belong to the

WCC organization and are therefore not inventoried. However, these small-scale features are consistent with the historical land use and cultural traditions of the WCC cultural landscape.

A contemporary, metal access gate stands under the northern arch of the aqueduct abutment at the point of transition between the head of the Capital Crescent Trail and Water Street NW (Figure 122). As of 2023, CHOH is planning to modify this feature to deter unauthorized vehicular traffic (NPS PEPC 116297). Near the entrance to the Capital Crescent Trail northeast of the boathouse stands a cluster of signage: a CHOH entry sign, a map of the Capital Crescent Trail, and an enclosed bulletin board (Figure 123). These are non-contributing features.

East of the boathouse there is a metal frame bench with wooden slats within the fenced in area (Figure 124). The period it was introduced to the site is uncertain, but the design and materials suggest it post-dates the WCC cultural landscape's period of significance. East of the boathouse outside of the chain link fence stand a cluster of non-contributing features: a marker at the base of a fruit tree in the parking area dedicated to a member of the WCC, the remains of a possible post and cable enclosure around a sewer cap, outdoor gym equipment constructed of pressure treated wood and metal pipe, and a galvanized steel culvert (Figure 125, Figure 126, Figure 127, Figure 128).

Analysis:

The circular sign displaying the WCC canoe club logo and the ironwork around the eastern perimeter of the aqueduct abutment are both extant small-scale features that date to the period of significance. These features convey aspects of the site's recreational and industrial history. The landscape retains integrity of small-scale features.



Figure 117: Small-Scale Features Existing Conditions - Full size graphics are located at the end of this report.



Figure 118: WCC circular sign with the club's logo, facing north. (NPS/Magill 2021)



Figure 119: Wooden electrical pole near the Capital Crescent Trail (typ.), facing west. (NPS/Jones 2023)



Figure 120: Ironwork on the perimeter of the aqueduct abutment, facing southwest (taken east of the WCC CLI boundary). (NPS/Jones 2023)



Figure 121: Detail of the ironwork on the perimeter of the aqueduct abutment, facing northeast. (NPS/Jones 2023)



Figure 122: Gate under the northern arch of the aqueduct abutment, facing east. (NPS/Magill 2021)

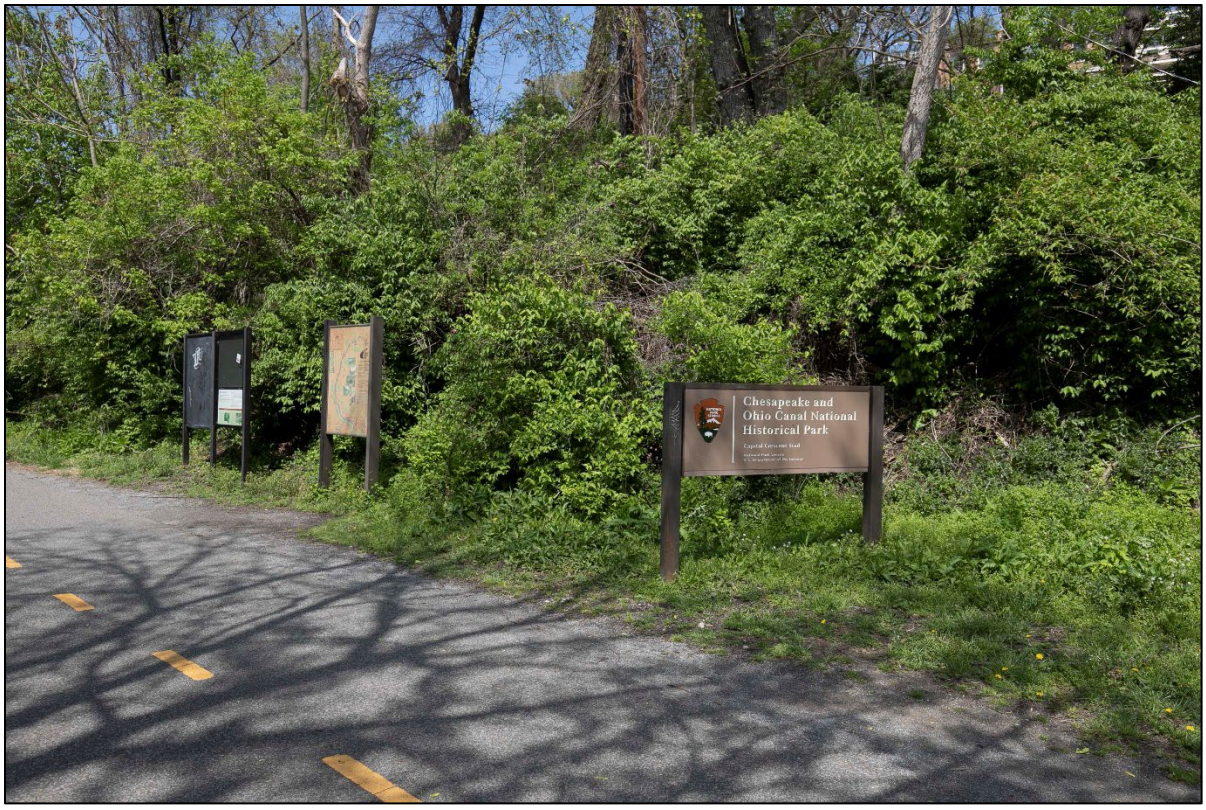


Figure 123: Signage along the Capital Crescent Trail, facing north. (NPS/Magill 2021)



Figure 124: Bench east of the WCC boathouse, facing north. (NPS/Magill 2021)



Figure 125: Marker at the base of a fruit tree in parking area, facing south. (NPS/Magill 2021)



Figure 126: Posts and steel cable enclosure that was likely designed to protect the sewer cap, facing east. (NPS/Magill 2021)



Figure 127: Gym equipment east of the WCC boathouse, facing south. (NPS/Magill 2021)



Figure 128: Galvanized steel culvert, facing southeast. (NPS/Magill 2021)

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Circular sign displaying the WCC canoe club logo	**Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Ironwork around the eastern perimeter of the aqueduct abutment	**Contributing**	**N/A**	**N/A**	**Asset**	**1279619**	**Yes**
Wooden electrical poles	**Non-Contributing - Compatible**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

Bench	**Non-Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Chain link fence	**Non-Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Bulletin board, entry sign, and Capital Crescent Trail marker	**Non-Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Remains of enclosure around sewer cap (pos.)	**Non-Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Outdoor gym equipment constructed of pressure treated wood and metal pipe	**Non-Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Galvanized steel culvert	**Non-Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Marker at the base of a fruit tree in parking area	**Non-Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Metal access gate under the northern arch of the aqueduct abutment	**Non-Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

Archeological Sites

Archeological sites are the locations of ruins, traces, or deposited artifacts in the landscape and are evidenced by the presence of either surface or subsurface features.

Two recent archeological investigations within the CLI boundary have confirmed that the cultural landscape does not contain subsurface information pertinent to the boathouse row or 19th century mill architecture (Bedell 2016: 33; Kreisa et al. 2022: 10-7). For this reason, this report does not include any information pertaining to subsurface deposits, nor is there an argument

made for significance under Criterion D (refer to the National Register Information section of this report for additional details). However, notwithstanding the lack of subterranean archeological resources within the CLI boundary, there are two aboveground archeological sites that contribute to the overall significance of the WCC cultural landscape (Figure 129). These are the Analostan Mills headrace and pipe and the remains of the steel bridge that led from the towpath to the boathouse. The headrace and pipe system is significant for being the only visible feature within the cultural landscape connected to the site's former mill complex. The steel bridge footer makes legible the connection between the WCC boathouse and the C&O Canal, which spanned over the Georgetown Branch. This demonstrates how recreational and industrial land uses coincided in this landscape.

Analostan Mills Headrace and Pipe:

By 1888, Beall & Shoemaker's Analostan Mills operated within the CLI boundary west of the aqueduct (Canal View of Beall & Shoemaker's Mill 1888; Maryland State Archives 2007: 19). This mill, like others in the area, depended on power generated by the C&O Canal (US Commission of Fine Arts and National Park Service 1968: 61). The mill complex received water via a headrace embedded in the canal prism connected to a pipe. W.H. Tenney & Sons had purchased the Analostan Mills within the WCC CLI boundary by 1903, using it to process flour and corn meal (Brown 2020: 28; Sanborn Map Company 1903: Plate 111). The Analostan Mills were removed by 1909 (Georgetown College & Aqueduct Bridge 1909).

Near the top of the berm, a pipe projects from the towpath (Figure 131). This pipe and accompanying headrace delivered water from the C&O Canal to the Analostan Mills complex to power the mill's operations. A similar pipe projects from the berm about 450 feet upstream (west) from the Analostan Mills's intake adjacent to the Foxall Foundry (outside of the WCC CLI boundary).

Steel Bridge Remains:

The WCC expanded their boathouse between 1909 and 1910 (Evening Star November 26, 1909: 2; Evening Star March 13, 1910: 20). The addition included a steel bridge connecting the boathouse's northeast tower to the towpath of the C&O Canal (Brown 2020: 46; Harris Hughes et al. 2021: 21, 27; Price et al. 2013: 10).

The footer for the steel bridge, which was taken down around 1970, is embedded at the foot of the canal berm across the Capital Crescent Trail from the WCC boathouse. Two beams from this structure are laying on the slope of the berm (Figure 130). This feature is in ruinous state, but the

remains are contributing to the cultural landscape as they make legible where the steel bridge stood in relation to the surrounding extant features.

Refer to the Physical History section of this report for additional information pertaining to the historic condition of the Analostan Mills and the steel bridge that connected the WCC boathouse to the C&O Canal towpath.



Figure 129: Archeological Sites Existing Conditions (does not include subsurface deposits) - Full size graphics are located at the end of this report.



Figure 130: Steel bridge footer north of the boathouse, facing north. (NPS/Magill 2021)



Figure 131: Pipe used for water access by the Analostan Mills, facing south. (NPS/Jones 2023)

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Analostan Mills headrace and pipe	**Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Steel bridge remains	**Contributing**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

Condition Assessment

Conditions

Condition

Fair

Condition Date

02/03/2024

Narrative

The Condition Assessment Date refers to the date the park superintendent concurred with the findings of this CLI.

An assessment of 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 appropriate corrective action, the cumulative effect of the deterioration of character defining elements will cause the inventory unit to degrade to a poor condition.

The WCC cultural landscape is in fair condition at present. The WCC boathouse is itself in poor condition and in need of corrective action to prevent further degradation of the building's character defining features. Other notable impacts include poor drainage on site (particularly in the vicinity of the boathouse), graffiti on the Potomac Aqueduct/Aqueduct Bridge, erosion along the canal prism and towpath, and the proliferation of invasive vegetation throughout the site. See the Impacts table below for additional information.

Impacts

Table of Impacts

Type	Impact Type – Other	Internal Source	External Source	Narrative	Date Identified
Adjacent Lands		**No**	**Yes**	**The view of Rosslyn in Arlington County, Virginia has been altered by increased high-rise development**	**04/14/2021**

Type	Impact Type – Other	Internal Source	External Source	Narrative	Date Identified
				since the landscape's period of significance. Rosslyn is related to the Georgetown waterfront as the former industrial hub of Arlington County. Refer to the Adjacent Lands section of this report for additional information.	
Deferred Maintenance		**Yes**	**Yes**	**Both the WCC boathouse and the aqueduct abutment show signs of deterioration associated with deferred maintenance, which includes loss of shingles and a rusting metal roof in the case of the boathouse. The abutment exhibits degradation/loss of mortar. Both features need surficial cleaning and suffer from irregular vegetation removal. Vegetation can insert roots into the surface that break the material down and hold water, causing conditions favorable to rot and wood-eating insects.**	**04/14/2021**
Erosion		**Yes**	**Yes**	**There is considerable erosion along the shoreline of the WCC cultural landscape's southern boundary adjacent to the Potomac River, as well**	**04/14/2021**

Type	Impact Type – Other	Internal Source	External Source	Narrative	Date Identified
				as of the canal's towpath and prism within the CLI boundary.	
Exposure to Elements		**Yes**	**Yes**	**Wooden elements of the WCC boathouse show signs of deterioration due to exposure enabled by the unabated degradation of these elements' finishes. This deterioration is exacerbated by water under the boathouse during precipitation and/or flooding events.**	**04/14/2021**
Improper Drainage		**Yes**	**Yes**	**Water drains towards the boathouse from its north elevation and is carried through troughs in the building's slab to the concrete apron and river south of the building. The water is stagnant in some areas and actively moving towards the river in other places, particularly at the southwest corner of the building. The standing water exhibits an organic growth that accumulates on the concrete slab near the water. The concrete apron is cracking and jacking in places, which also contributes**	**04/14/2021**

Type	Impact Type – Other	Internal Source	External Source	Narrative	Date Identified
				to drainage issues on site.	
Inundation/Flooding		**Yes**	**Yes**	**The WCC boathouse is vulnerable to flooding from the Potomac River and from runoff during storm events. Flooding puts the building's exterior and interior elements at risk of deterioration by creating conditions that cause rot, insect/mold damage, and finishes failure. Refer to the Natural Systems and Features discussion for FEMA flood information.**	**04/14/2021**
Neglect		**Yes**	**Yes**	**The Analostan Mills headrace and pipe, the steel bridge remains, and the ironwork around the eastern perimeter of the aqueduct abutment show signs of deterioration due to lack of maintenance or neglect.**	**04/14/2021**
Structural Deterioration		**Yes**	**No**	**The WCC boathouse was determined to be structurally unsound in 2010. Temporary stabilization measures were completed in 2013, although further work is needed to address remaining structural issues. The building's structural**	**04/14/2021**

Type	Impact Type – Other	Internal Source	External Source	Narrative	Date Identified
				deterioration is especially pronounced on its west side. The turret/tower at the southwest corner and the roof on this part of the building demonstrate significant displacement.	
Vandalism/Theft/Arson		**No**	**Yes**	**The upper portion of the aqueduct abutment has been painted with multiple layers of graffiti.**	**04/14/2021**
Vegetation/Invasive Plants		**Yes**	**Yes**	**The following invasive species of vegetation have been observed in the vicinity of the WCC cultural landscape: tree of heaven (*Ailanthus altissima*), garlic mustard (*Alliaria petiolata*), Porcelain berry (*Ampelopsis brevipedunculata*), bamboo (*Bambusa* sp.), Lesser celandine (*Ficaria verna*), English ivy (*Hedera helix*), yellow iris (*Iris pseudacorus*), Chinese lespedeza (*Lespedeza cuneata*), amur honeysuckle (*Lonicera maackii*), princess tree (*Paulownia tomentosa*), wineberry (*Rubus phoenicolasius*), crown vetch (*Securigera varia*), ivy-leaf speedwell (*Veronica***	**04/14/2021**

Type	Impact Type – Other	Internal Source	External Source	Narrative	Date Identified
				***hederifolia*), periwinkle (*Vinca major*). Refer to the Natural Systems and Features section of this report for additional information.**	

Treatment

Treatments

Stabilization Measures

Narrative

The following stabilization measures are recommended for the WCC cultural landscape:

- Stabilize elements of the WCC boathouse that have deteriorated due to exposure to the elements.
- The features discussed in the Archeological Sites section, specifically the Analostan Mills headrace and pipe and the steel bridge remains, should be stabilized to prevent further damage to these features. Additionally, the ironwork around the eastern perimeter of the aqueduct abutment (discussed in the Small-Scale Features section) should also be stabilized to mitigate degradation of this resource.
- Perform routine cyclic maintenance on the WCC boathouse following stabilization.
- Stabilize and repair the mortar of the Potomac Aqueduct/Aqueduct Bridge abutment.
- Mitigate water infiltration into the WCC boathouse.
- Remove invasive vegetation along the shoreline, the Capital Crescent Trail, and the canal.

Approved Treatments

Type

Rehabilitation

Completed

No

Document

Historic Structure Report

Narrative

In 2021, the firm EHT Traceries completed a Historic Structure Report (HSR) for the WCC boathouse. (See Harris Hughes et al. 2021). The NPS and WCC began to coordinate on rehabilitation of the boathouse in early 2020, which includes raising the building's western bay above the 100-year flood elevation and installing a new foundation on micro-pile supports

(CHOH March 5, 2020; NPS PEPC 94688). Refer to the Physical History section of this report for additional information.

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	Military Funeral Procession Crossing Aqueduct Bridge	**1912**	**sine loco sine nomine**	**LC-F81- 44258 [P&P]**
	Potomac Aqueduct Piers	**1940**	**sine loco sine nomine**	**HABS DC-166**
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Unrau, Harlan D.	**Historic Structure Report, Historical Data: The Canal Prism, Including Towpath with Canal Berm and River Revetments**	**1974**	**Denver Service Center, National Park Service, Denver, CO**	
Urner Price, Helen	**A Canal Becomes A Park**	**1939**	**The *Baltimore Sun*, Baltimore, MD**	**November 19, 1939, Page M2**
Von Eckardt, Wolf	**Georgetown's View of the Potomac Is and Industrial Mess: Cityscape**	**1965**	**The *Washington Post*, Washington, DC**	**March 28, 1965, Page G10**
Vosburgh, John R.	**Harry Knight, 49, in Fine Form, Heads D.C. Paddlers in Trials**	**1936**	**The *Washington Post*, Washington, DC**	**June 26, 1936, Page 19**
Voznitza, Aleksandra	**Natural Resource Data for the Washington**	**2021**	**Unpublished email**	**Email to Angelina R.**

	Canoe Club			**Jones; June 2, 2021**
Voznitza, Aleksandra	**Natural Resource Data for the Washington Canoe Club**	**2023**	**Unpublished email**	**Email to Angelina R. Jones; May 17, 2023**
Washington Canoe Club	**WCC History**	**2023**	**Washington Canoe Club, Washington, DC**	
Washington Canoe Club	**50th Anniversary of the Washington Canoe Club 1904-1954**	**1954**	**Washington Canoe Club, Washington, DC**	**Printed Materials Collection P0818-P0836 Box 34, Pamphlets - Clubs P825**
Washington Post, The	**30,000 Throng Aqueduct Bridge And Neighboring Roads to Witness Wreckage Left By Weeks' Flood**	**1918**	**The *Washington Post*, Washington, DC**	**February 18, 1918, Page 2**
Washington Post, The	**4 From Area on Olympic Canoe Team**	**1960**	**The *Washington Post*, Washington, DC**	**July 18, 1960, Page A17**
Washington Post, The	**9 D.C. Paddlers Seek Olympic Positions**	**1936**	**The *Washington Post*, Washington, DC**	**June 27, 1936, Page 19**
Washington Post, The	**Algonquin Canoe Club's Proposed Home**	**1906**	**The *Washington Post*, Washington, DC**	**April 1, 1906, Page SP3**
Washington Post, The	**Alumni Committee to Save Sinking Boathouse**	**1906**	**The *Washington Post*, Washington, DC**	**August 20, 1906, Page 6**
Washington Post, The	**An Evening of Fun: Canoe Club's Minstrel Show Is Great Success**	**1906**	**The *Washington Post*, Washington, DC**	**May 27, 1906, Page 9**
Washington Post, The	**Arts Body Will Pass on President's Cup**	**1926**	**The *Washington Post*, Washington, DC**	**April 18, 1926, Page 21**
Washington Post,	**B. Leet, Jr., The Pioneer of Canoeing in**	**1913**	**The *Washington Post*, Washington,**	**June 29, 1913, Page**

The	**Washington**		**DC**	**S2**
Washington Post, The	**Bank to Be Improved: Lincoln National Will Have Handsome Quarters**	**1911**	**The *Washington Post*, Washington, DC**	**July 9, 1911, Page C2**
Washington Post, The	**Boat Clubs File Petition: Commissioner Asks Legal Advice Regarding Contamination**	**1904**	**The *Washington Post*, Washington, DC**	**July 20, 1904, Page 12**
Washington Post, The	**Boathouse Dedicated: Potomac Club Celebrates Opening of New Home**	**1908**	**The *Washington Post*, Washington, DC**	**July 10, 1908, Page 9**
Washington Post, The	**Boathouse Site In Doubt: Potomacs to Meet This Week to Take Action in the Matter**	**1906**	**The *Washington Post*, Washington, DC**	**February 25, 1906, Page F13**
Washington Post, The	**Bond to Complete Tracks: Georgetown Citizens Want Western Maryland Bill Amended**	**1905**	**The *Washington Post*, Washington, DC**	**February 14, 1905, Page 10**
Washington Post, The	**Building at Chevy Chase: Mission Home of Cooper C. Lightbrown to Be a Decided Ornament**	**1912**	**The *Washington Post*, Washington, DC**	**February 11, 1912, Page 10**
Washington Post, The	**C. & O. Canal Drained for Sewer Work**	**1964**	**The *Washington Post*, Washington, DC**	**November 6, 1964, Page B3**
Washington Post, The	**Canoe Club Benefit**	**1906**	**The *Washington Post*, Washington, DC**	**May 20, 1906, Page EA2**
Washington Post, The	**Canoe Club Entertains: Cabaret Performance Is Given at the Fredonia Hotel**	**1912**	**The *Washington Post*, Washington, DC**	**May 5, 1912, Page 13**
Washington Post, The	**Canoe Club Is Safe: Washington Club Not Ordered to Vacate Its Present Site**	**1906**	**The *Washington Post*, Washington, DC**	**July 15, 1906, Page S1**
Washington Post, The	**Canoe Club Launched: Prominent Men Who Pursue River Sports Meet for Organization**	**1905**	**The *Washington Post*, Washington,**	**August 2, 1905, Page 9**

			DC	
Washington Post, The	**Canoe Club Plans Show: Annual Performance to Depart From the Usual Minstrel Offerings**	**1909**	**The *Washington Post*, Washington, DC**	**May 16, 1909, Page SM3**
Washington Post, The	**Canoe Club Reception: New Organization Will Give Its First House Warming on December 18**	**1905**	**The *Washington Post*, Washington, DC**	**December 7, 1905, Page 8**
Washington Post, The	**Canoe Club Swimming Races: Washington Organization Puts Up Valuable Prizes for Contests on Saturday**	**1915**	**The *Washington Post*, Washington, DC**	**June 13, 1915, Page 16**
Washington Post, The	**Canoeists as Minstrels: Members of the Washington Canoe Club Give Pleasing Performance**	**1908**	**The *Washington Post*, Washington, DC**	**June 28, 1908, Page 2**
Washington Post, The	**Canoeists Forming Clubs: District and States Adjoining to Join National Association**	**1915**	**The *Washington Post*, Washington, DC**	**June 20, 1915, Page 15**
Washington Post, The	**Canoeists Get Ready: Hundreds Prepare for Post's Regatta and Carnival**	**1909**	**The *Washington Post*, Washington, DC**	**September 12, 1909a, Page 14**
Washington Post, The	**Canoeists Here Plan to Enter National**	**1915**	**The *Washington Post*, Washington, DC**	**June 20, 1915, Page SP3**
Washington Post, The	**Canoeists to Crack Jokes**	**1906**	**The *Washington Post*, Washington, DC**	**May 26, 1906, Page 12**
Washington Post, The	**Capital Canoe Club Outing Sunday**	**1913**	**The *Washington Post*, Washington, DC**	**May 23, 1913, Page 9**
Washington Post, The	**Capt. Bingham's Bungalow**	**1908**	**The *Washington Post*, Washington, DC**	**January 19, 1908, Page R6**
Washington Post, The	**Chase's - Washington Canoe Club Minstrels Monday and Tuesday**	**1909**	**The *Washington Post*, Washington,**	**May 30, 1909, Page SM3**

			DC	
Washington Post, The	**City Life**	**1962**	**The *Washington Post*, Washington, DC**	***Washington Post* June 11, 1962, Page B1; File: C&O Canal Pictures 1916, 1930-1959**
Washington Post, The	**Closer Scrutiny of River: Contamination of Potomac to Be Absolutely Determined**	**1904**	**The *Washington Post*, Washington, DC**	**November 22, 1904, Page 13**
Washington Post, The	**Cold Wave Slows Razing of Bridge**	**1933**	**The *Washington Post*, Washington, DC**	**December 30, 1933, Page 4**
Washington Post, The	**Crest of Flood is Receding but Damage Has Increased**	**1924**	**The *Washington Post*, Washington, DC**	**April 1, 1924, Page 5**
Washington Post, The	**Crews Are Improving: Coach Dempsey Is Fast Getting Potomacs in Shape**	**1908**	**The *Washington Post*, Washington, DC**	**August 23, 1908, Page S4**
Washington Post, The	**D.C. Canoe Club Victor**	**1938**	**The *Washington Post*, Washington, DC**	**June 27, 1938, Page X15**
Washington Post, The	**D.C. Canoeists Are Beaten In Trials**	**1936**	**The *Washington Post*, Washington, DC**	**June 28, 1936, Page X4**
Washington Post, The	**D.C. Crew Wins Test For Olympics**	**1960**	**The *Washington Post*, Washington, DC**	***Washington Post* April 25, 1960, Page A19**
Washington Post, The	**D.C. Lands 5 on Olympic Canoe Team**	**1948**	**The *Washington Post*, Washington, DC**	**June 24, 1948, Page 21**
Washington Post, The	**Did Canoe Club Good**	**1906**	**The *Washington Post*, Washington, DC**	**May 14, 1906, Page 14**

Washington Post, The	**Dynamite Ice Floes At Aqueduct Bridge: Engineers Close Structures to Traffic-Danger Grows**	**1918**	**The *Washington Post*, Washington, DC**	**February 15, 1918, Page 1**
Washington Post, The	**Erects Big Canoe House: Patrick Dempsey Is Building Quarters for 1,000 Boats of Kind**	**1914**	**The *Washington Post*, Washington, DC**	**May 3, 1914, Page R3**
Washington Post, The	**Finley Sells Renewal in Tour of Georgetown Waterfront**	**1962**	**The *Washington Post*, Washington, DC**	**January 21, 1962, Page B1**
Washington Post, The	**Flood Danger Passed: Potomac's Waters Recede and River is Nearly Normal**	**1918**	**The *Washington Post*, Washington, DC**	**February 16, 1918, Page 2**
Washington Post, The	**Feature Canoe Race to Washington Club**	**1916**	**The *Washington Post*, Washington, DC**	**May 31, 1916, Page 12**
Washington Post, The	**Georgetown's New Boathouse: Will Be Brought to District Side of the River To-day**	**1906a**	**The *Washington Post*, Washington, DC**	**March 8, 1906a, Page 8**
Washington Post, The	**Havens Makes Brilliant Bid for Olympics**	**1952**	**The *Washington Post*, Washington, DC**	**June 15, 1952, Page C3**
Washington Post, The	**Her Capital's Aquatic Sportsmen Find Kindred Souls**	**1909**	**The *Washington Post*, Washington, DC**	**September 12, 1909b, Page SM4**
Washington Post, The	**In the Press Box with Baxter**	**1925**	**The *Washington Post*, Washington, DC**	**May 22, 1925, Page 15**
Washington Post, The	**Industry Holds Out Against and Expanding City**	**1960**	**The *Washington Post*, Washington, DC**	**February 22, 1960, Page B1**
Washington Post, The	**Life-Saving Events Attract Big Entry**	**1916**	**The *Washington Post*, Washington, DC**	***Washington Post* June 23, 1916, Page 9**

Washington Post, The	**Lively Fourth for Watermen, But No Special Competition**	**1916**	**The *Washington Post*, Washington, DC**	**July 2, 1916, Page S2**
Washington Post, The	**Local Canoe Club Sanctions Representation in Big Regatta**	**1915**	**The *Washington Post*, Washington, DC**	**August 4, 1915, Page 8**
Washington Post, The	**Losses of $200,000 As Ice Gorges Break: Aqueduct Bridge in Danger; People Flee River Front**	**1918**	**The *Washington Post*, Washington, DC**	**February 14, 1918, Page 1**
Washington Post, The	**Lucky Five Who Win Post Piano Contest**	**1906**	**The *Washington Post*, Washington, DC**	**May 6, 1906, Page 2**
Washington Post, The	**Miss Fox Wins 3 Kayak Races**	**1964**	**The *Washington Post*, Washington, DC**	***Washington Post* August 24, 1964, Page B6**
Washington Post, The	**Month's Review of the Building Trades**	**1909**	**The *Washington Post*, Washington, DC**	**November 7, 1909, Page A3**
Washington Post, The	**New Officers Elected**	**1906**	**The *Washington Post*, Washington, DC**	**November 25, 1906, Page S3**
Washington Post, The	**New Water Sports Center Dedicated With Bow to All Who Fought Its Fight**	**1960**	**The *Washington Post*, Washington, DC**	**September 25, 1960, Page B4**
Washington Post, The	**Overbuilt Waterfront Is Feared**	**1962**	**The *Washington Post*, Washington, DC**	**January 8, 1962, Page B1**
Washington Post, The	**Paddlers In Black Face: Washington Canoe Club to Give an Up-to-Date Minstrel Show**	**1909**	**The *Washington Post*, Washington, DC**	**May 29, 1909, Page 11**
Washington Post, The	**Paddlers of Canoes: Devotees of Idyllic Sport to Build Clubhouse**	**1905**	**The *Washington Post*, Washington, DC**	**September 3, 1905, Page S4**

Washington Post, The	**Plans Handsome Bungalow: George Dugdale Will Spend $5,500 on Home at Chevy Chase**	**1912**	**The *Washington Post*, Washington, DC**	**February 18, 1912, Page 14**
Washington Post, The	**Post Editors Accept Douglas' Challenge**	**1954**	**The *Washington Post*, Washington, DC**	**January 21, 1954, Page 1**
Washington Post, The	**Potomac Ice Moves Out: Danger to Small Craft and Other Exposed Property Past**	**1911**	**The *Washington Post*, Washington, DC**	**January 8, 1911, Page S7**
Washington Post, The	**Potomacs Ready for Annual Game**	**1921**	**The *Washington Post*, Washington, DC**	**October 31, 1921, Page 11**
Washington Post, The	**Realty Brokers Busy With Rental Demand**	**1906**	**The *Washington Post*, Washington, DC**	**September 16, 1906, Page A4**
Washington Post, The	**Rowers and Paddlers Busy on the Potomac: Potomac and Washington Canoe Club Watermen Training for the Olympics**	**1924**	**The *Washington Post*, Washington, DC**	**April 13, 1924, Page S3**
Washington Post, The	**Sewer Line To Front on Canoe Club**	**1966**	**The *Washington Post*, Washington, DC**	**May 8, 1966, Page 9**
Washington Post, The	**Site for Boathouse: Potomacs Still in the Dark as to Where to Locate**	**1906**	**The *Washington Post*, Washington, DC**	**April 8, 1906, Page 11**
Washington Post, The	**Some of the Leading Candidates Who Figured in the *Washington Post*'s Popular Piano Contest which Closed April 22, 1906**	**1906**	**The *Washington Post*, Washington, DC**	**May 6, 1906, Page H5**
Washington Post, The	**Starts a New Home: Excise Commissioner Sheehy Building at Chevy Chase**	**1913**	**The *Washington Post*, Washington, DC**	**September 14, 1913, Page R3**
Washington Post, The	**Starts on Sanitarium: Excavation for Model Plant Begins Tomorrow**	**1914**	**The *Washington Post*, Washington, DC**	**February 8, 1914, Page 31**

Washington Post, The	**The Washington Canoe Club: Officers Elected and a Boat-House to Be Rented**	**1884**	**The *Washington Post*, Washington, DC**	**July 15, 1884, Page 1**
Washington Post, The	**To Hold Regatta Today: Washington Canoe Club Plans Several Events on Potomac**	**1909**	**The *Washington Post*, Washington, DC**	**July 24, 1909, Page 8**
Washington Post, The	**To See Canoe Races: View of Regatta Will Be Had From Aqueduct Bridge**	**1909**	**The *Washington Post*, Washington, DC**	**July 21, 1909, Page 16**
Washington Post, The	**Wants Time Extended: Hearing on Construction of B. & O. Branch**	**1906b**	**The *Washington Post*, Washington, DC**	**March 8, 1906b, Page 10**
Washington Post, The	**Washington Canoe Club**	**1906**	**The *Washington Post*, Washington, DC**	**June 10, 1906, Page S4**
Washington Post, The	**Washington Canoe Club Going Under**	**1936**	**The *Washington Post*, Washington, DC**	**March 20, 1936, Page 21**
Washington Post, The	**Washington Canoe Club In First Drill: Will Represent District of Columbia in Olympics; Harry T. Knight in Charge**	**1924**	**The *Washington Post*, Washington, DC**	**April 6, 1924, Page S1**
Washington Post, The	**Washington Canoe Club Minstrels**	**1909**	**The *Washington Post*, Washington, DC**	**May 24, 1909, Page 4**
Washington Post, The	**Washington Oarsmen To Compete In Olympics: Local Club Is Enthusiastic Over New Event Added to Program**	**1924**	**The *Washington Post*, Washington, DC**	**March 23, 1924, Page S1**
Washington Post, The	**Washington Paddlers May Be In Olympics If Canoe Contests Are Added to Program**	**1920**	**The *Washington Post*, Washington, DC**	**January 8, 1920, Page 9**
Washington Post, The	**Washington Canoe Club is Triumphant**	**1924**	**The *Washington Post*, Washington, DC**	**September 2, 1924, Page S4**

Washington Post, The	**Washington's Latest Club: Success of New Canoe Organization Seems to Be Assured**	**1905**	**The *Washington Post*, Washington, DC**	**December 31, 1905, Page S3**
Washington Post, The	**Water Sports Center' Is Among Park Projects: $216,500 Allotted**	**1958**	**The *Washington Post*, Washington, DC**	**June 20, 1958, Page D1**
Washington Post, The	**Water Sports Here Prosper During Active 1926 Season**	**1926**	**The *Washington Post*, Washington, DC**	**December 31, 1926, Page 15**
Washington Post, The	**Weekend Canal Trips Canceled**	**1955**	**The *Washington Post*, Washington, DC**	**October 15, 1955, Page 19**
Washington Post, The	**Y.M.C.A. Canoe Club: Boathouse to Be Located Above Chain Bridge on Potomac**	**1906**	**The *Washington Post*, Washington, DC**	**March 25, 1906, Page S2**
Washington Times, The	**Canoe Club Meeting has been Postponed**	**1905**	**The Washington Times, Washington, DC**	**December 14, 1905, Page 9**
Washington Times, The	**Canoe Club Meets in New Quarters**	**1905**	**The Washington Times, Washington, DC**	**December 6, 1905, Page 8**
Williams, Brenda; Shelby Scharen; Kate Bolton; and S. Michael Mitchell	**Fletcher's Cove Cultural Landscape Report**	**2022**	**National Park Service, Washington, DC**	
Williams, Kimberly Prothro	**Georgetown Historic District National Register of Historic Places Registration Form**	**2003**	**National Park Service, Washington, DC**	**NR# 67000025**
Willard, Ross R. Postcard Collection	**Aqueduct Bridge, Washington, D.C. - 297**	**1910**	**sine loco sine nomine**	**dcpl_p031_008**
Willard, Ross R. Postcard Collection	**Chesapeake and Ohio Canal, Washington, D.C. - 392**	**1909**	**sine loco sine nomine**	**dcpl_p031_017**
Willard, Ross R.	**Georgetown from river, Washington, D.C. -**	**1910**	**sine loco sine**	**dcpl_p031-pond_701**

Postcard Collection	**439**		**nomine**	
Willard, Ross R. Postcard Collection	**Washington Canoe Club, Washington, D.C. - 197**	**1913**	**sine loco sine nomine**	**dcpl_p031_119**
Wood, Linda Sargent and Richard Rabinowitz	**Coming to Manassas: Peace, War, and the Making of a Virginia Community**	**2003**	**National Park Service, Washington, DC**	
Zen, E-an	**The Seven-Storey River: Geomorphology of the Potomac River Channel Between Blockhouse Point, MD and Georgetown, District of Columbia, with Emphasis on the Gorge Complex Below Great Falls.**	**1997**	**US Geological Survey, Washington, DC**	

Supplemental Information

Table of Supplemental Information

Supplemental Information Title	Supplemental Information Narrative
N/A	**N/A**

Landscape Documents

Cultural Landscape Inventory

C&O Canal National Historical Park
Washington, DC (Georgetown Area)

Washington Canoe Club
Site Plan - Existing

National Park Service
National Capital Region

Sources

1. Ortho Imagery, 2023
2. Easement Plat, 2008
3. Leased Property Plat, 2014
4. Leased Property Plat, 2019

Drawn By

Angelina Ribeiro Jones, ArcGIS Pro 3.1.0, 2023

Legend

- WCC CLI Boundary
- Buildings + Structures, Contributing
- Buildings + Structures, Non-Contributing
- Buildings + Structures, Non-Contributing Incompatible
- Circulation, Contributing
- Circulation, Non-Contributing Compatible
- Circulation, Non-Contributing
- Small-Scale Features, Contributing
- Small-Scale Features, Non-Contributing
- 2019 Leased Area (approx.)
- 2019 Temporarily Expanded Leased Area (approx.)
- Small-Scale Features, Contributing
- Small Scale Features, Non-Contributing
- Small Scale Features, Non-Contributing Compatible

Notes

1. Projection: NAD 1983 UTM Zone 18N
2. Version 2 as of 08/24/2023
3. This site plan combines Circulation, Buildings + Structures, and Small-Scale Features data. For detailed plans of these and other landscape characteristics, see the relevant section of the WCC CLI Analysis and Evaluation.
4. Boundaries are approximate and based on cited surveys listed above.

N 0 20 40 80 120 Feet

Drawing #1

C&O Canal

WCC Boathouse

Aqueduct Abutment

Potomac River

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Cultural Landscape Inventory

C&O Canal National Historical Park
Washington, DC (Georgetown Area)

Washington Canoe Club
Location Map

National Park Service
National Capital Region

Sources

1. Ortho Imagery, 2023
2. OpenData DC, 2022
3. Georgetown Area CLI GIS, 2017

Drawn By

Angelina Ribeiro Jones, ArcGIS Pro 3.1.0, 2023

Legend

- Georgetown Area CLI Boundary
- WCC CLI Boundary

Notes

1. Projection: NAD 1983 UTM Zone 18N
2. Version 1 as of 05/27/2023

N

0 165 330 660 990

Feet

Drawing #2

Cultural Landscape Inventory

C&O Canal National Historical Park
Washington, DC (Georgetown Area)

Washington Canoe Club
Natural Systems + Features - Existing

National Park Service
National Capital Region

C&O Canal

WCC Boathouse

Aqueduct Abutment

Potomac River

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Sources
1. Ortho Imagery, 2023
2. USDA Soil Survey, 2019
3. FEMA Flood Insurance Risk Map (FIRM), 2021

Drawn By
Angelina Ribeiro Jones, ArcGIS Pro 3.1.0, 2023

Legend
- WCC CLI Boundary
- Udorthents (U1)
- Udorthents (Ub)
- FEMA Special Flood Hazard Area Zone AE
- Zone X (AREA OF MINIMAL FLOOD HAZARD)

Notes
1. Projection: NAD 1983 UTM Zone 18N
2. Version 1 as of 05/27/2023
3. The tidal action of the Potomac River and underlying geology are contributing features. The soil and hydrological conditions presented in this map are shaped by the Potomac River, but are non-contributing.

N

0 20 40 80 120

Feet

Drawing #3

Cultural Landscape Inventory

C&O Canal National Historical Park
Washington, DC (Georgetown Area)

Washington Canoe Club
Cultural Traditions

National Park Service
National Capital Region



Sources

1. Ortho Imagery, 2023
2. OpenData DC, 2022
3. Georgetown Area CLI GIS, 2017
4. Susan Prolman's Map from Brown 2020: 43-43

Drawn By

Angelina Ribeiro Jones, ArcGIS Pro 3.1.0, 2023

Legend

- WCC CLI Boundary

Extant

- Fletcher's Boathouse (1880s)
- Jack's Boathouse (aka Key Bridge Boathouse 1945)
- Potomac Boat Club (Third Location 1908)
- Sycamore Island Canoe Club (1885)
- Thompson Boat Center (1960)
- Washington Canoe Club (1905-1906)

Non-Extant

- Analostan Club (1864)
- Columbia Boat Club (1880)
- Crampton's Boat Yard (early 20th century)
- Dempsey's Boathouse (Second Location 1906-1908)
- High Island Canoe Club (1899)
- Potomac Boat Club (First Location 1869)
- Potomac Boat Club (Second Location c. 1875)
- Warner's Canoe House (early 20th century)
- Washington, DC
- Georgetown

Notes

1. Projection: NAD 1983 UTM Zone 18N
2. Version 2 as of 08/23/2023
3. All locations are approximate
4. The Washington Canoe Club boathouse is a contributing resource.

N

0 1,500 Feet

Drawing #4

Cultural Landscape Inventory

C&O Canal National Historical Park
Washington, DC (Georgetown Area)

Washington Canoe Club
Topography - Existing

National Park Service
National Capital Region

Sources
1. Ortho Imagery, 2023
2. OpenData DC, 2021

Drawn By
Angelina Ribeiro Jones, ArcGIS Pro 3.1.0, 2023

Legend
- WCC CLI Boundary
- 2 Foot Contours
- Berm of the C&O Canal
- Flat plane of WCC boathouse site
- Land retention by the northern aqueduct abutment

Notes
1. Projection: NAD 1983 UTM Zone 18N
2. Version 1 as of 05/27/2023
3. All features within the CLI Boundary on this map are contributing resources.

N 0 20 40 80 120 Feet

Drawing #5

C&O Canal

WCC Boathouse

Aqueduct Abutment

Potomac River

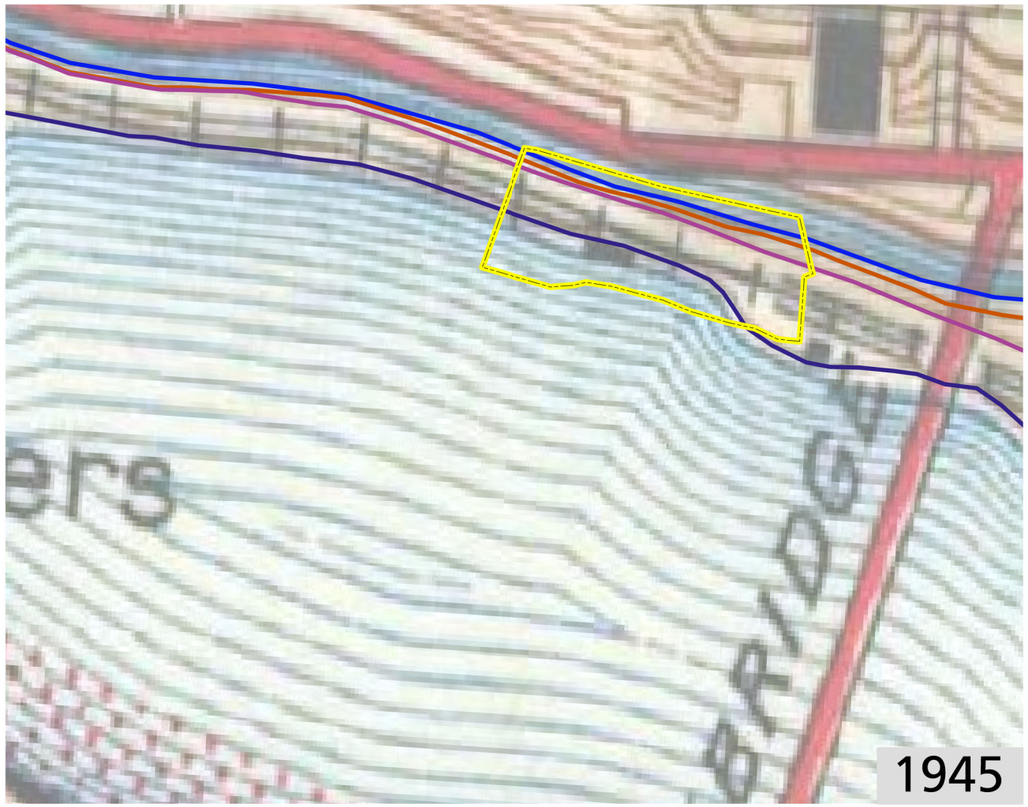
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

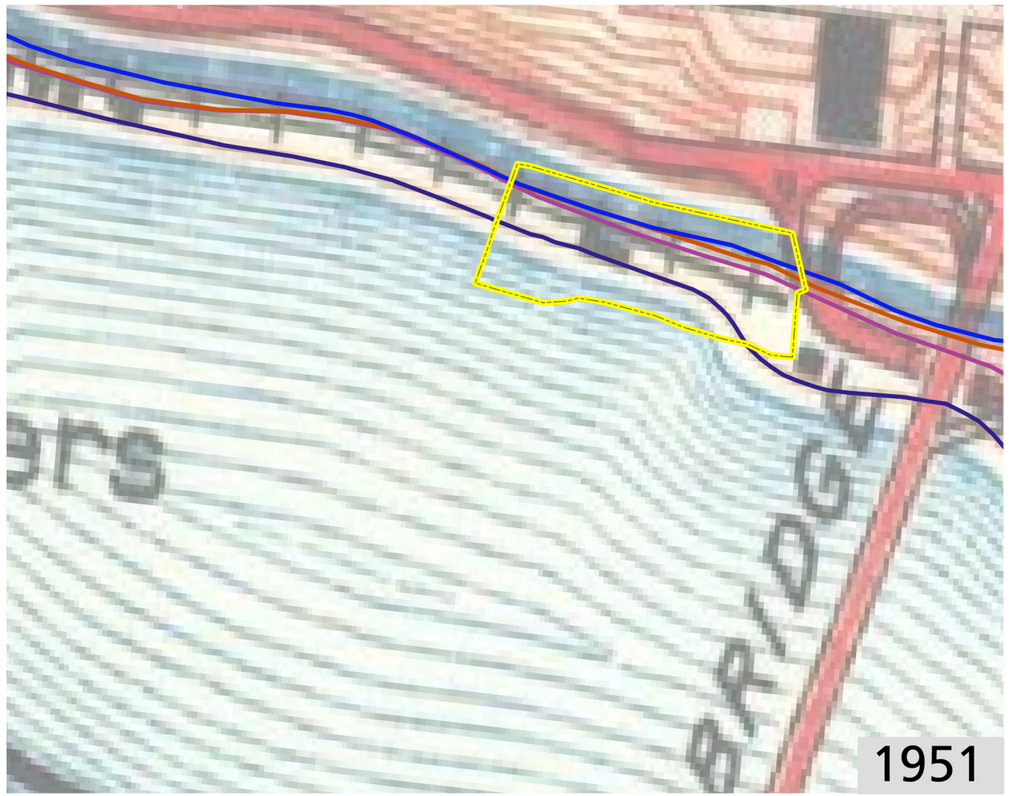
Cultural Landscape Inventory

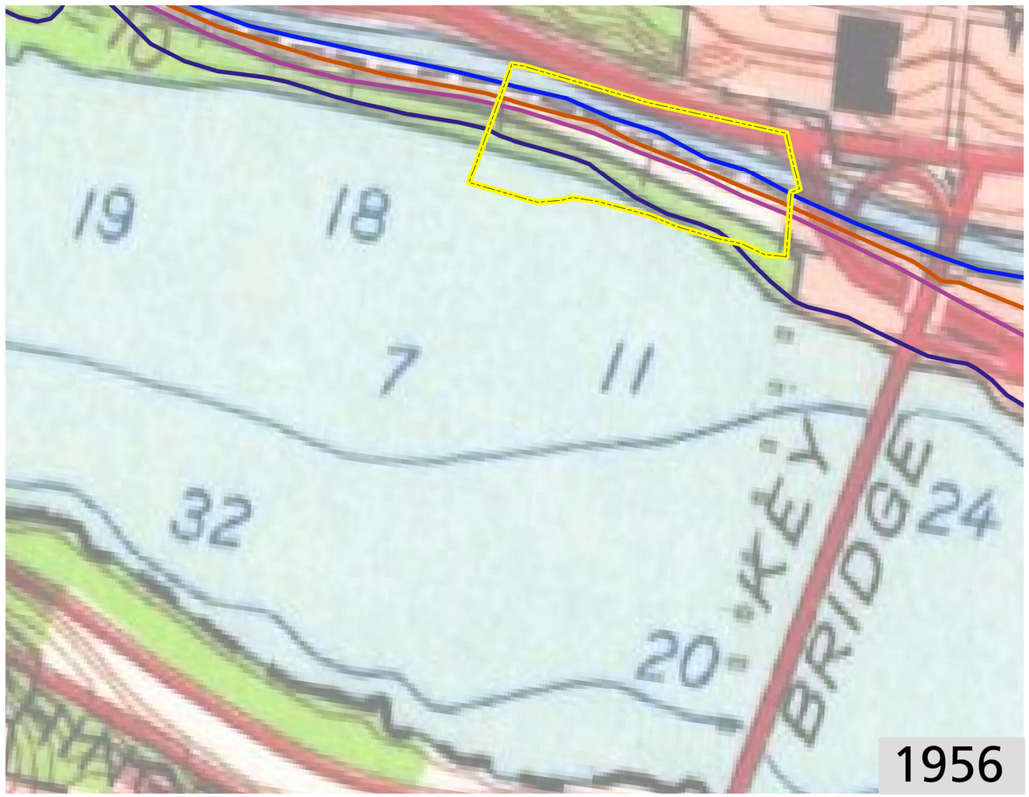
C&O Canal National Historical Park
Washington, DC (Georgetown Area)

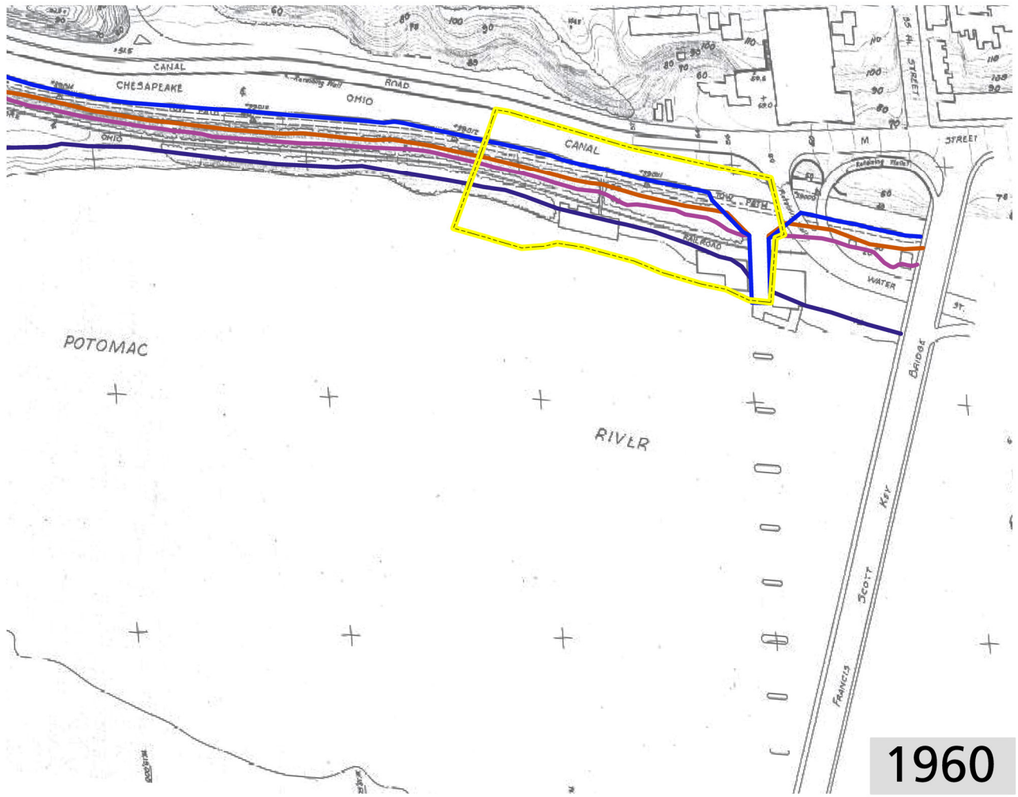
Washington Canoe Club
Topography - Historic Condition

National Park Service
National Capital Region









Sources
1. Ortho Imagery, 2023
2. USGS 1945, 1951, and 1956 Topographic Maps
3. eTIC CHOH 412 82897, 1960

Drawn By
Angelina Ribeiro Jones, ArcGIS Pro 3.1.0, 2023

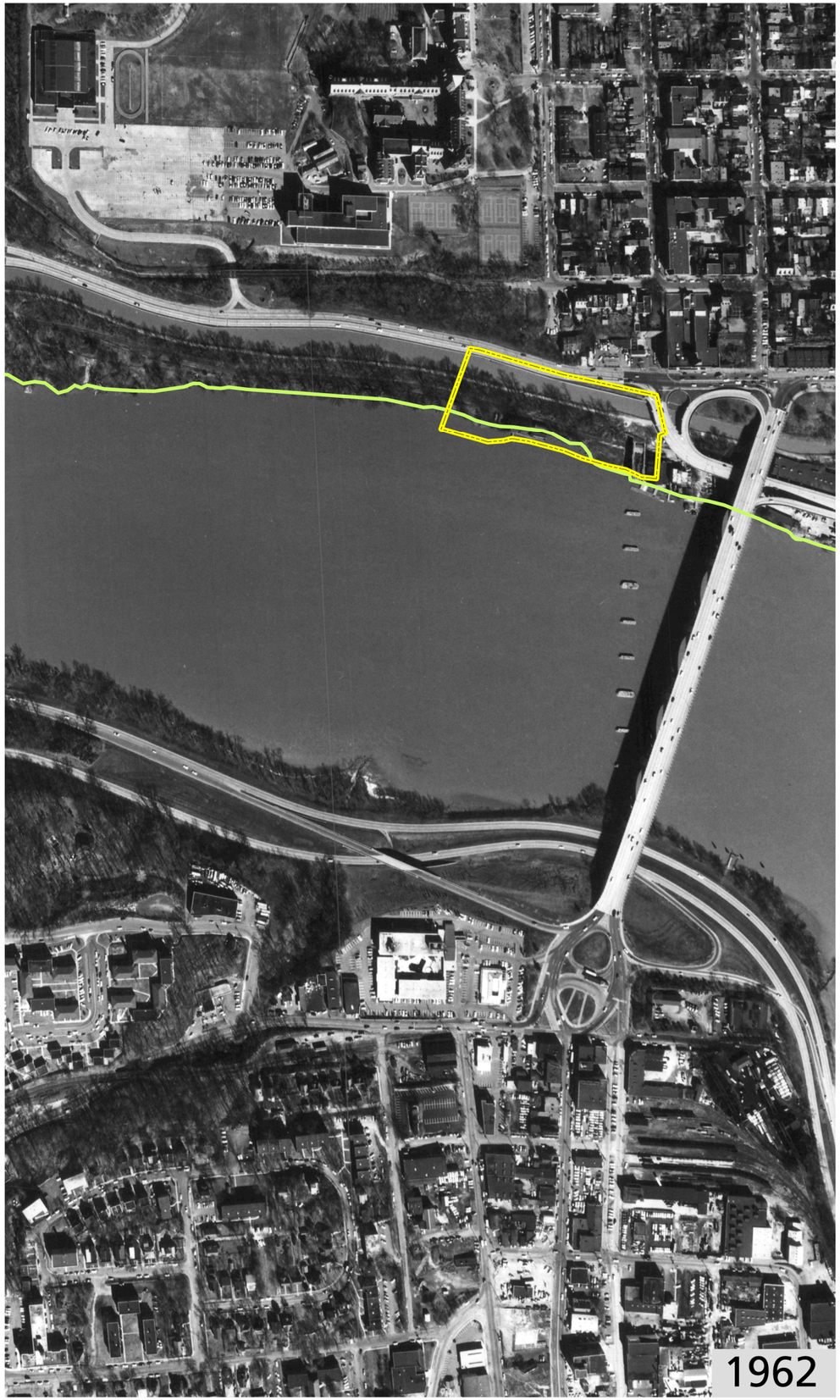
Legend
- WCC CLI Boundary
- 10 foot contour
- 20 foot contour
- 30 foot contour
- 40 foot contour

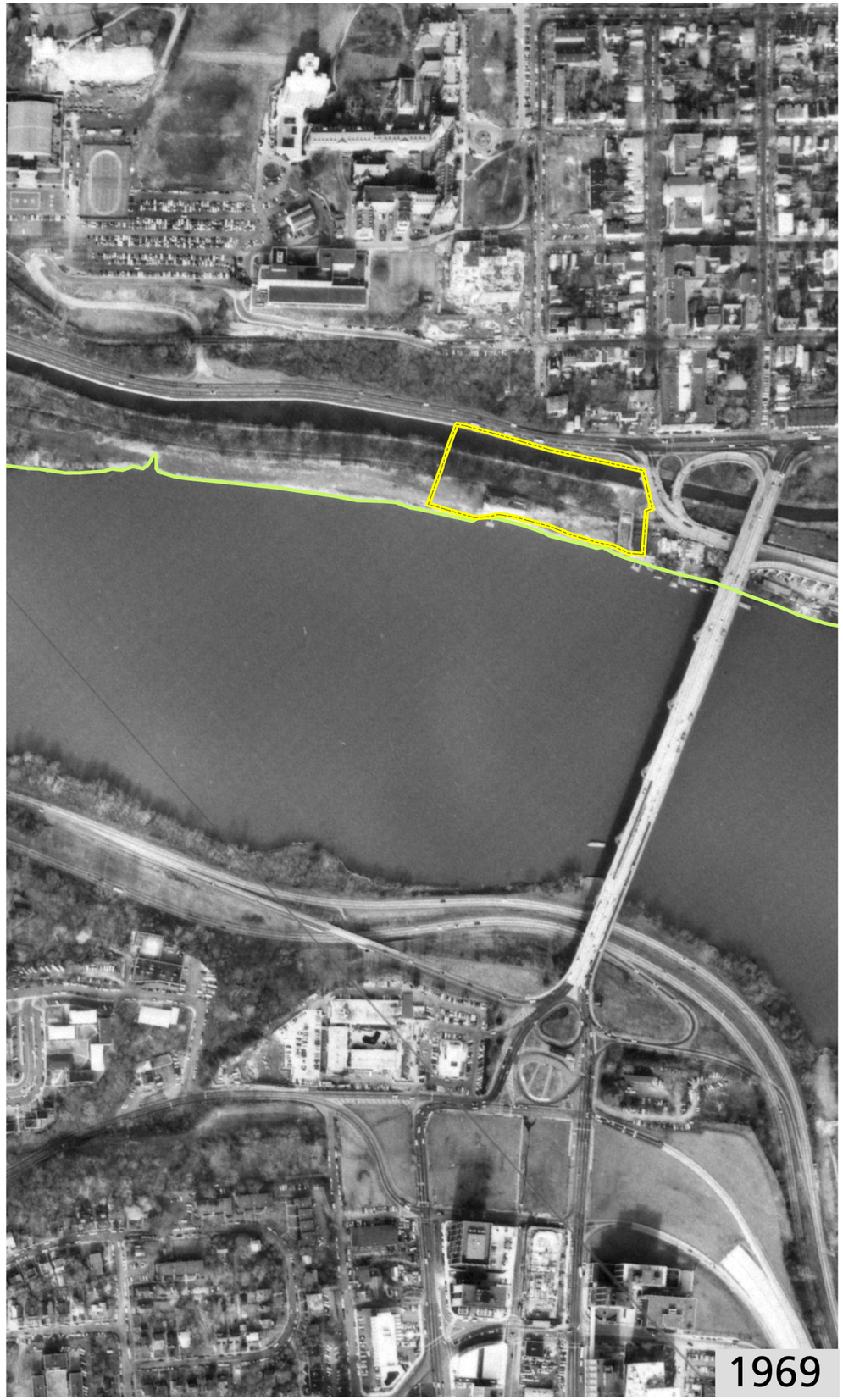
Notes
1. Projection: NAD 1983 UTM Zone 18N
2. Version 1 as of 05/27/2023

N

0 780
Feet

Drawing # 6





Cultural Landscape Inventory

C&O Canal National Historical Park
Washington, DC (Georgetown Area)

Washington Canoe Club
Topography - Historic Condition

National Park Service
National Capital Region

Sources

1. Ortho Imagery, 2023
2. OpenData DC, 2021
3. Arlington County Government, 1962 and 1969 Aerial Photos

Drawn By

Angelina Ribeiro Jones, ArcGIS Pro 3.1.0, 2023

Legend

- Shoreline
- WCC CLI Boundary

Notes

1. Projection: NAD 1983 UTM Zone 18N
2. Version 1 as of 05/27/2023
3. The USACE installed a 15-foot-wide concrete apron south of the WCC to cover the eight-foot diameter Potomac interceptor pipe between 1966 and 1968. The concrete pipe and apron raised the elevation of the land between the aqueduct abutment and the WCC boathouse, as illustrated in these aerials.

N 0 330 660 990 Feet

Drawing # 7



Cultural Landscape Inventory

C&O Canal National Historical Park
Washington, DC (Georgetown Area)

Washington Canoe Club
Circulation - Existing

National Park Service
National Capital Region

Sources
1. Ortho Imagery, 2023

Drawn By
Angelina Ribeiro Jones, ArcGIS Pro 3.1.0, 2023

Legend
- WCC CLI Boundary

Contributing
- Access to the Potomac River
- C&O Canal towpath within the CLI boundary

Non-Contributing Compatible
- Capital Crescent Trail

Non-Contributing
- WCC Driveway
- Parking area east of the WCC boathouse

Notes
1. Projection: NAD 1983 UTM Zone 18N
2. Version 1 as of 05/27/2023

N 0 20 40 80 120 Feet

Drawing #8

Cultural Landscape Inventory

C&O Canal National Historical Park
Washington, DC (Georgetown Area)

Washington Canoe Club
Building + Structures - Existing

National Park Service
National Capital Region

Sources
1. Ortho Imagery, 2023

Drawn By
Angelina Ribeiro Jones, ArcGIS Pro 3.1.0, 2023

Legend
- WCC CLI Boundary

Contributing
- Concrete Retaining Wall adjacent to Canal Road
- WCC Boathouse
- Potomac Aqueduct/Aqueduct Bridge Northern Abutment

Non-Contributing
- Potomac River Tunnel CSO 28 Equipment
- Riprap (zone/area)
- Upper Potomac Interceptor (UPI)
- Concrete Pad west of the WCC Boathouse
- Concrete Pad east of the WCC Boathouse

Non-Contributing Incompatible
- Potomac Interceptor and Concrete Apron

Notes
1. Projection: NAD 1983 UTM Zone 18N
2. Version 2 as of 08/24/2023

N 0 20 40 80 120 Feet

Drawing #9

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Cultural Landscape Inventory

C&O Canal National Historical Park
Washington, DC (Georgetown Area)

Washington Canoe Club
Building + Structures - Historic Condition

National Park Service
National Capital Region

Sources

1. Ortho Imagery, 2023
2. Baist Maps, 1894, 1903, 1907, 1909-1911, 1913-1915, 1919-1921, 1925, 1931, 1937, 1945, 1954, 1960

Drawn By

Angelina Ribeiro Jones, ArcGIS Pro 3.1.0, 2023

Legend

- WCC CLI Boundary
- 1894-1903
  - Building
  - Structure
- 1907
  - Building
- 1909-1911
  - Building
- 1913-1915
  - Building
- 1919-1925
  - Building
- 1931
  - Building
- 1937
  - Building
  - Structure
- 1945-1960
  - Building
  - Structure

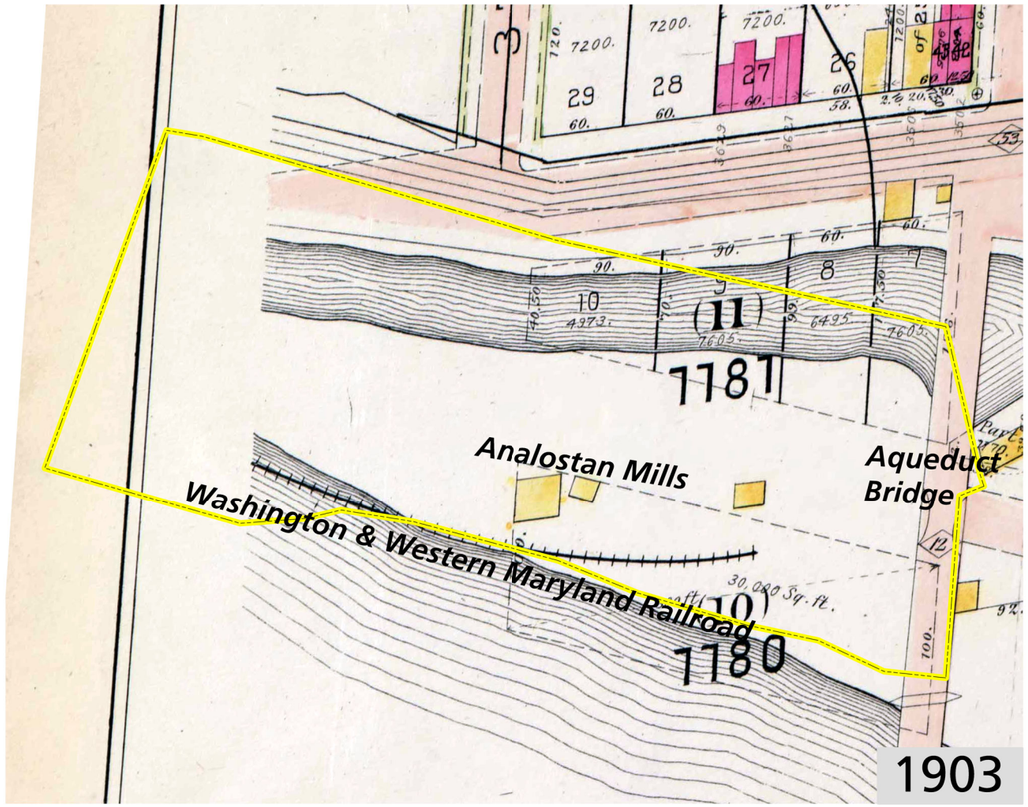
Notes

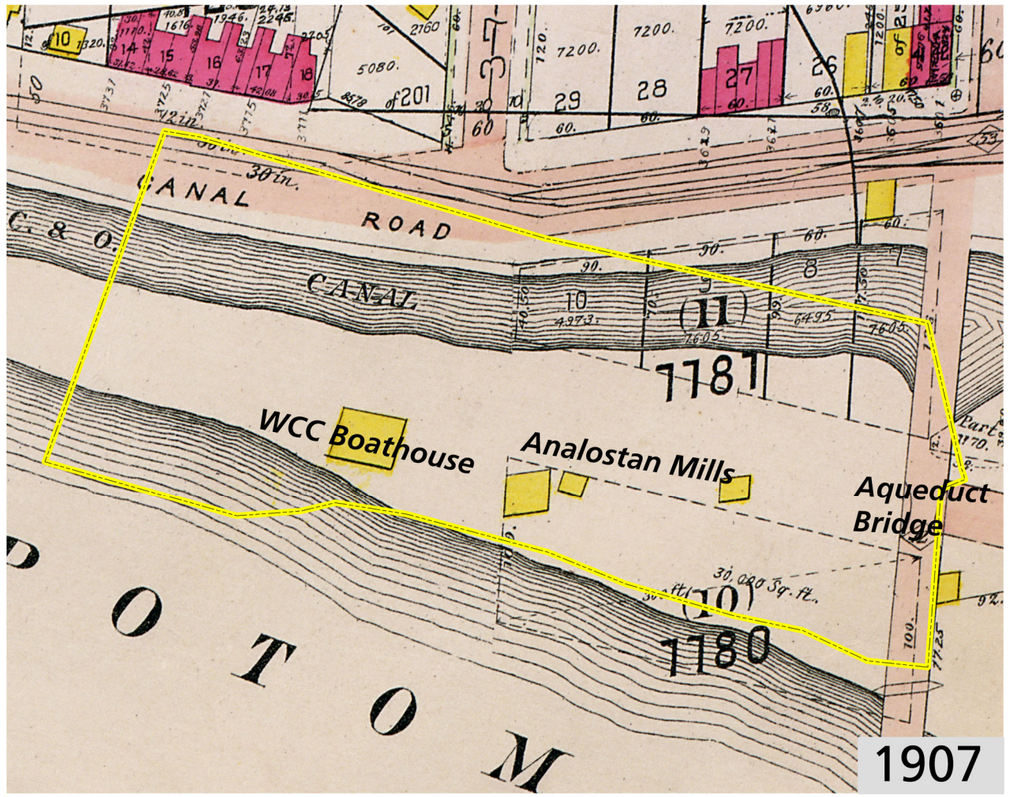
1. Projection: NAD 1983 UTM Zone 18N
2. Version 1 as of 05/27/2023
3. This map represents when buildings were present, introduced, or expanded based on Baist's Real Estate Atlas surveys. These surveys were unevenly updated and do not consistently represent changes during the year when they first occurred.
4. This map illustrates the chronology of when buildings were added to the cultural landscape, but does not represent when they were removed. Refer to Drawing #11 for this information.

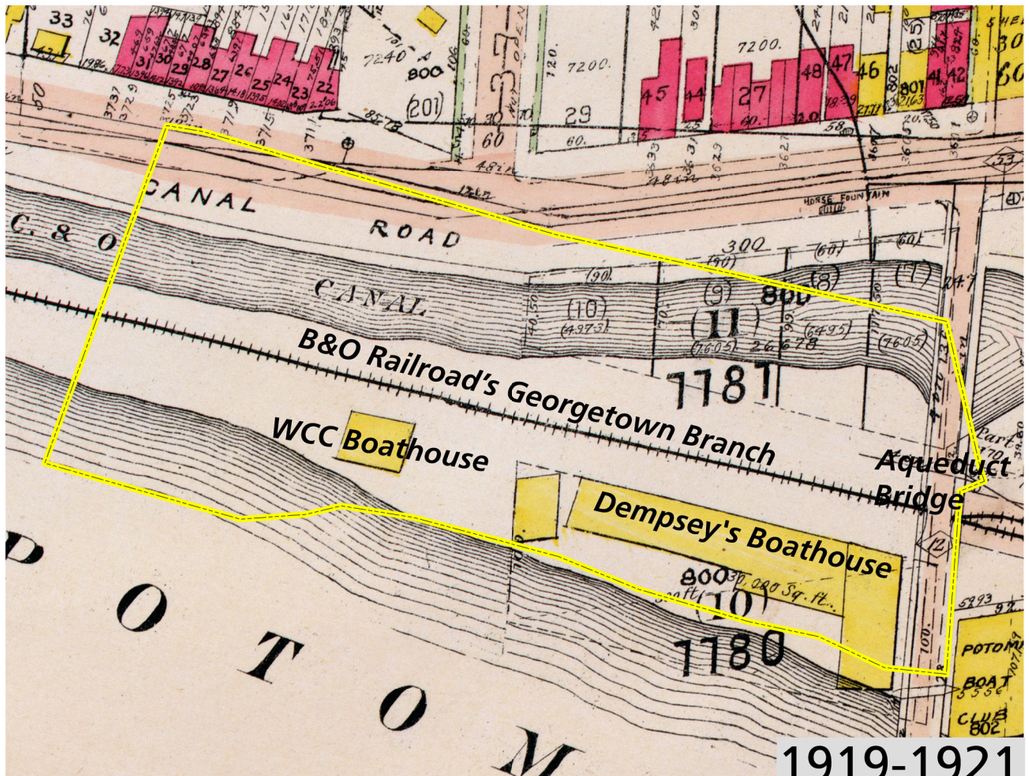
N 0 20 40 80 120 Feet

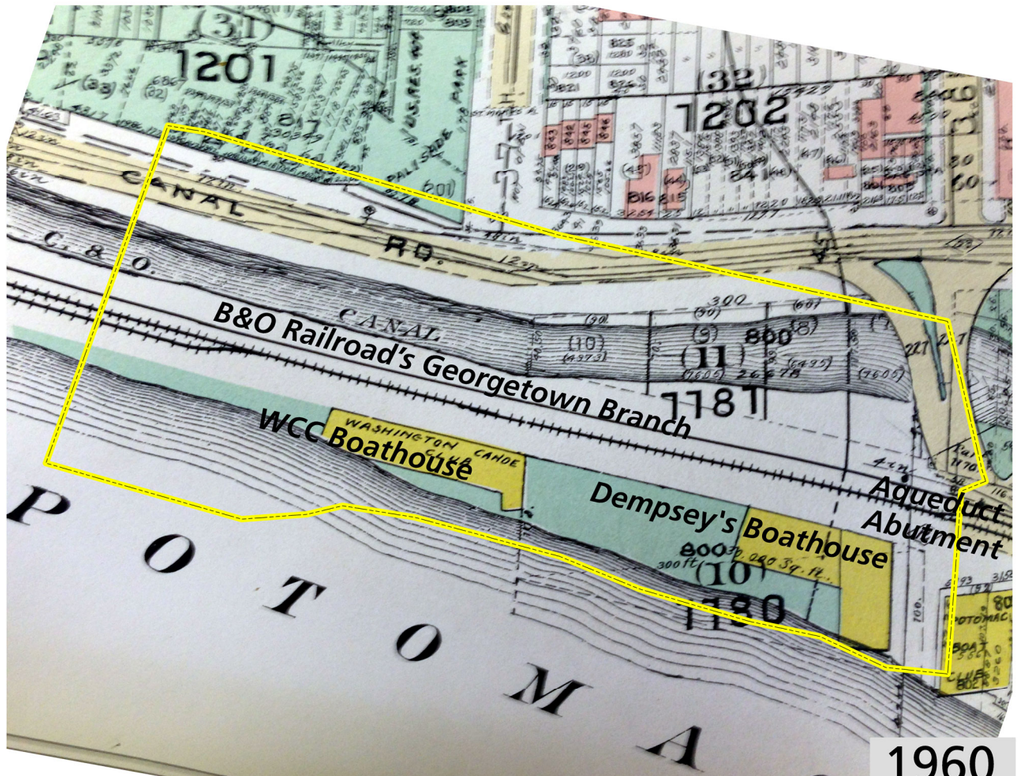
Drawing #10

C&O Canal
WCC Boathouse
Analostan Mills
Aqueduct Abutment
Dempsey's Boathouse
Potomac Boat Club
Potomac River
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community









Cultural Landscape Inventory

C&O Canal National Historical Park
Washington, DC (Georgetown Area)

Washington Canoe Club
Building + Structures - Historic Condition

National Park Service
National Capital Region

Sources
1. Ortho Imagery, 2023
2. Baist Maps, 1903, 1907, 1919-1921,1960

Drawn By
Angelina Ribeiro Jones, ArcGIS Pro 3.1.0, 2023

Legend
WCC CLI Boundary

Notes
1. Projection: NAD 1983 UTM Zone 18N
2. Version 1 as of 05/27/2023

N 0 270 Feet

Drawing # 11









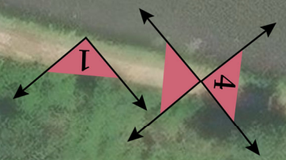




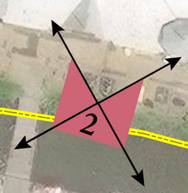














Maxar, Earthstar Geographics, and the GIS User Community

Cultural Landscape Inventory

C&O Canal National Historical Park
Washington, DC (Georgetown Area)

Washington Canoe Club
Views + Vistas - Existing

National Park Service
National Capital Region

Sources
1. Ortho Imagery, 2022

Drawn By
Angelina Ribeiro Jones, ArcGIS Pro 3.1.0, 2023

Legend
WCC CLI Boundary

Views + Vistas

Photo Key
1. Views from the C&O Canal toward the Potomac River, the WCC boathouse, and the aqueduct's northern abutment
2. Views from the WCC boathouse's façade toward the Virginia shore, Key Bridge, and Three Sisters Islands
3. Views from the aqueduct's northern abutment toward the Potomac River, the WCC, the C&O Canal, Georgetown, the PBC, and Key Bridge
4. Vista along the C&O Canal
5. Views from north of the WCC boathouse towards the C&O Canal and Georgetown

Notes
1. Projection: NAD 1983 UTM Zone 18N
2. Version 1 as of 05/27/2023
3. Photo Credits: NPS/Jones
4. All features within the CLI Boundary on this map are contributing resources.

N 0 35 70 140 Feet

Drawing #12

Cultural Landscape Inventory

C&O Canal National Historical Park
Washington, DC (Georgetown Area)

Washington Canoe Club
Constructed Water Features - Existing

National Park Service
National Capital Region

Sources
1. Ortho Imagery, 2023

Drawn By
Angelina Ribeiro Jones, ArcGIS Pro 3.1.0, 2023

Legend
- WCC CLI Boundary
- C&O Canal Prism - Contributing

Notes
1. Projection: NAD 1983 UTM Zone 18N
2. Version 1 as of 05/27/2023

N 0 20 40 80 120 Feet

Drawing #13

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Cultural Landscape Inventory

C&O Canal National Historical Park
Washington, DC (Georgetown Area)

Washington Canoe Club
Small-Scale Features - Existing

National Park Service
National Capital Region

Sources

1. Ortho Imagery, 2023
2. Easement Plat, 2008
3. Leased Property Plat, 2014
4. Leased Property Plat, 2019

Drawn By

Angelina Ribeiro Jones, ArcGIS Pro 3.1.0, 2023

Legend

- WCC CLI Boundary
- Ironwork around the Perimeter of the Abutment, Contributing
- Galvanized Steel Culvert, Non-Contributing
- Remains of Enclosure around Sewer Cap (pos.), Non-Contributing
- 2023 Fence, Non-Contributing
- 2008 Fence (not extant)
- 2014 Fence (not extant)
- Circular Sign Displaying the WCC Logo, Contributing
- Wooden Electrical Poles, Non-Contributing Compatible
- Capital Crescent Trail Marker, Non-Contributing
- Metal Access Gate (under abutment arch), Non-Contributing
- Bench, Non-Contributing
- Bulletin Board, Non-Contributing
- Outdoor Gym Equipment, Non-Contributing
- Entry Sign, Non-Contributing
- Marker at the Base of a Fruit Tree, Non-Contributing

Notes

1. Projection: NAD 1983 UTM Zone 18N
2. Version 2 as of 08/24/2023
3. The floating docks, boats, boat racks, tables, and chairs on site belong to the WCC organization and are not inventoried. However, these items are consistent with the historical land use and cultural traditions of the cultural landscape.

N 0 20 40 80 120 Feet

Drawing #14

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Cultural Landscape Inventory

C&O Canal National Historical Park
Washington, DC (Georgetown Area)

Washington Canoe Club
Archeological Sites - Existing

National Park Service
National Capital Region

Sources
1. Ortho Imagery, 2023

Drawn By
Angelina Ribeiro Jones, ArcGIS Pro 3.1.0, 2023

Legend
- WCC CLI Boundary
- Analostan Mills Pipe, Contributing
- Steel Bridge Footer, Contributing

Notes
1. Projection: NAD 1983 UTM Zone 18N
2. Version 1 as of 08/24/2023
3. The features depicted here are aboveground and their location information is non-sensitive. No subsurface archeological features are included on this map.

N 0 20 40 80 120 Feet

Drawing #15

C&O Canal
Pipe
Bridge Remains
WCC Boathouse
Aqueduct Abutment
Potomac River
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community