

Chesapeake & Ohio Canal

NATIONAL HISTORICAL PARK
DISTRICT OF COLUMBIA/MARYLAND



National Parks Centennial 1872-1972

The C. & O. Canal towpath can serve as an afternoon's return to the past, a week-long hiking trip, a place for quiet meditation, a site for an ambitious field trip concerned with ecology, geology, engineering history, economic theory, and local culture.

It offers the sudden delights of wood ducks with their young, of cardinals and bluebirds flashing among the foliage, of a fox scrambling up a bank, of the ruined industrial sites of another era.

Weathered by time, the aqueducts and Paw Paw Tunnel have become more than engineering feats. They now are subtle parts of the landscape. The canal's beginning, the tidal lock at Rock Creek, is divorced from its main section and hidden in a clump of weeds, and its end, the basin at Cumberland, has been filled, but on all that remains between them the special pleasures of walking and looking can be fully realized.

The canal and its right-of-way are symbolically without beginning and end, for they offer a journey into the past surrounded by the timelessness of living things.

—George Zabriskie



RECREATION ALONG THE CANAL

A wide variety of recreational activities can be enjoyed in the park.

HIKING AND BICYCLING. The canal towpath is an elevated trail averaging 8 feet wide. Built mainly of earth and stone, it provided the mules pulling the barges with a smooth walking surface. For the most part, the towpath is in a good state of repair; much of it is slippery when wet, but it dries rapidly after a rain. Although the land along the canal is overgrown in many places, the towpath is clear and follows the canal for its entire length. Some of the aqueducts and culverts are in poor condition, and it is suggested that bicycles be pushed across them. Night travel, especially alone, is not recommended. After sudden heavy rainstorms in the mountains or after lengthy periods of rainfall locally, portions of the towpath may wash out or become flooded. Hikers and bicyclists should turn back when this occurs.

In summer, conducted walks for organized groups and evening programs are offered as visitor services. Signs along the first 22 miles of the canal—one section which still holds water—and a museum at Great Falls, Md., open daily, help to tell the story.

CANOEING AND BOATING. The canal is excellent for canoeing from Georgetown (Lock 4) to Violets Lock (Lock 23) near Seneca. Portages are required around each lock. Only short and widely separated stretches of the canal upstream from Lock 23 are deep enough for canoeing. Some of these are Big Pool, Little Pool, and Town Creek to Oldtown. Canoeing on the Potomac River is recommended only for experienced canoeists. Portages must be made at Dams 2, 3, 4, and 5, the powerplant dam at Williamsport, and the PPG dam at North Branch. Canoeing is not recommended between Dam 3 and the U.S. 340 bridge downstream from Harpers Ferry, or in the Great Falls to Chain Bridge area. Canoes are available at Swains Lock (Mile 16) and Fletcher's Boathouse (Mile 3).

Only canoes and boats without motors are permitted on Big Pool, Little Pool, the rewatered canal at Oldtown and on all watered areas within the park.

The Potomac River is not part of the national historical park and boating there is subject to Maryland regulations. Slack-water areas behind canal dams are excellent places for all types of boating. Public access to the river is provided by National Park Service boat ramps at Dargan Bend, Snyders Landing, Taylors Landing, Dam 4 (Big Slackwater),

Four Locks, McCoys Ferry, Hancock (Little Tonoloway), Fifteen Mile Creek, and Spring Gap. Private and State boat ramps are on the Maryland, Virginia, and West Virginia shores. Fees are usually charged for use of private ramps.

In spring and summer, canal barge trips are offered on Sundays and holidays at Great Falls and on Saturdays, Sundays, and holidays at M Street (Lock 3 in Georgetown).

CAMPING. Camping is restricted to designated areas only. Camping permits are required at Carderock, Swains Lock, and Violets Lock on the section from Georgetown to Seneca. Tent camping is available at "hiker-biker" campsites approximately every 5 miles along the 162-mile section from Seneca to Cumberland. These campsites, available on a first-come, first-served basis, have water, toilets, picnic tables, and fire grills. All "hiker-biker" sites are walk-in access only.

The drive-in tent and trailer sites at McCoys Ferry,

Fifteen Mile Creek, and Spring Gap have only primitive facilities. There are no hookups for trailers.

Walk-in tent camping areas with adjacent parking are at Antietam Creek and Mountain Lock campgrounds.

VEHICLES ON TOWPATH. All motor vehicles, including motorcycles, snowmobiles, and horse-drawn vehicles, are prohibited on the towpath.

HORSEBACK RIDING. From below Swains Lock (at Mile 15.5) to Cumberland, horseback riding is permitted. Because of limited facilities, it is recommended that large equestrian groups make arrangements with private landowners for camping accommodations.

PICNICKING. You are welcome to picnic anywhere along the canal. Please leave the area as you would like to find it. There are several designated areas with facilities for your comfort. Fires are permitted only in fireplaces.

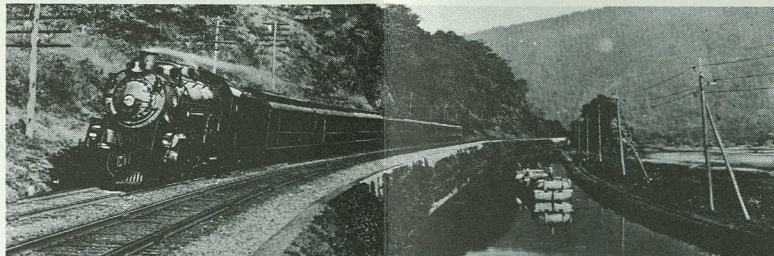
SUPPLIES. Camping supplies, ice, food, and soft drinks may be purchased at most stores along the various access roads.

Use caution and common sense to avoid accidents and ensure a pleasant visit.

The canalboat was home for many families.

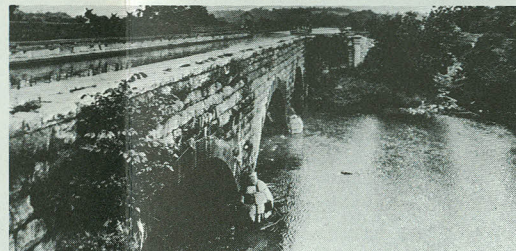


The steam locomotive hastened the end of the canal era.

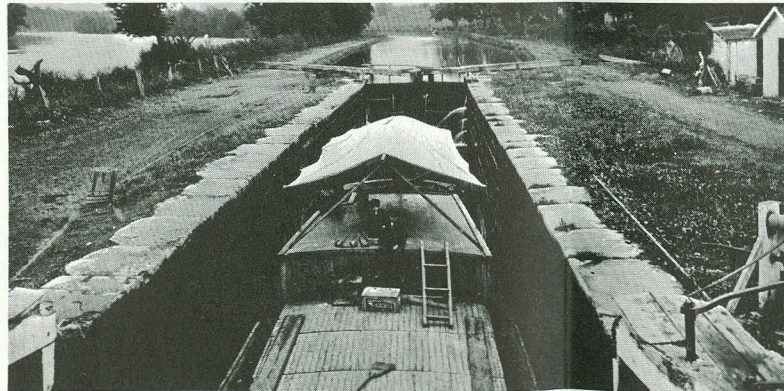


Canalboat headlamp.

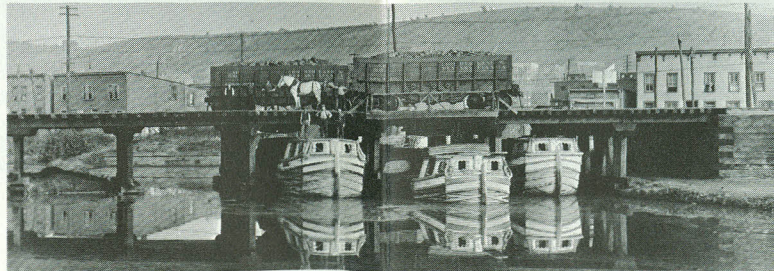
Conococheague Creek aqueduct at the turn of the century.



Locking through.



Canalboats at Cumberland taking on coal for Georgetown.



Young boys often drove the mule teams.



Canalboats at Williamsport wait for their next haul.



Lock 33 across from Harpers Ferry.



WATERWAY TO THE WEST

A national transportation dilemma confronted the United States at the beginning of the 19th century—the Appalachians had to be conquered to unite the commercial establishments of the East with the frontier resources of the West. Significantly improved transportation facilities were needed to link the two regions.

In 1806, President Thomas Jefferson's interest in developing national resources and expanding the country prompted him to secure Federal money to build a national highway across the Alleghenies as a step toward opening the West and tying the rich Ohio River Valley to the Eastern seaboard. By 1817, the National Road from Cumberland, Md., to Wheeling on the Ohio River was completed. Maryland made a bid for this traffic by opening an extensive system of State turnpikes or roads radiating from the National Road to the seaboard. Pennsylvania had already spent millions on a road system constructed westward across the Alleghenies and converging at Pittsburgh.

The heavy traffic on this road system soon led to the search for and development of an even more economical means of transportation. A belief that water transportation on either canals or improved riverbeds was vastly superior to roads swept the country in the early 1800's. The Erie Canal, begun in 1817 and opened for its 363 miles in 1825, had successfully provided an economical outlet in the East for the rich raw materials of the West.

The Chesapeake & Ohio Canal was begun as a proposed waterway along the established Potomac and trans-Allegheny trade route to the Ohio River. It was the economic heir of the Old Potomack Company which had attempted unsuccessfully from 1785 to 1819 to fulfill George Washington's dream of developing a practical water route through the Potomac Valley.

Construction of the C. & O. Canal started on July 4, 1828. After much glowing oratory President John Quincy Adams turned the first spade of dirt. On the same day, construction of the Baltimore & Ohio Railroad began in Baltimore. The race for the West across the Alleghenies was on!

From the beginning, the canal was beset with many problems. Lumber, building stone, lime for cement, and other building supplies were often scarce and expensive. Excavation frequently revealed unexpected hardpan, slate, or gravel which made the work difficult and costly. Many difficulties were encountered in securing land titles for the right-of-way. Land costs were frequently above estimate and excessively high.

Because the Potomac Valley was predominately agricultural, skilled labor was virtually unavailable. The canal company turned to Europe for indentured labor. Men arriving from Ireland, Germany, Netherlands, England, and Wales soon provided a pool of stone cutters, masons, carpenters, and laborers. Welsh miners were imported later to dig Paw Paw Tunnel. Many workers became the unwitting victims of unscrupulous contractors. Food was often poor and housing consisted of makeshift dwellings. Diseases swept through the labor camps. Because of rivalries and prejudices the workers brought with them from

Europe, there was much fighting between groups. Sometimes the men rioted when they weren't paid and the militia had to be called out. On top of these troubles, the B. & O. Railroad continued to press westward.

Canal and railroad were soon competing for property rights. The C. & O. Canal Company had decided to locate its waterway along the north bank of the Potomac in Maryland. The B. & O. was organized in such haste that the final decision concerning its route was not made until after it had gotten underway. The railroad then decided to construct its line from Baltimore through Frederick to Point of Rocks in the Potomac Valley. Confident of securing the right-of-way in the Potomac Valley inherited from the Old Potomack Company, the C. & O. Canal Company directors proceeded in a leisurely fashion to secure necessary land titles. However, the railroad moved more aggressively and sent agents far up the valley to secure land rights from the inhabitants at many points—particularly at the narrow gorge above Point of Rocks. Because the bluffs come close to the river, there was room for only one of the lines. The B. & O. Railroad claimed the right-of-way and secured an injunction against the canal company. The canal company appealed and the courts eventually ruled in the canal's favor—thus ending a 4-year bitter struggle.

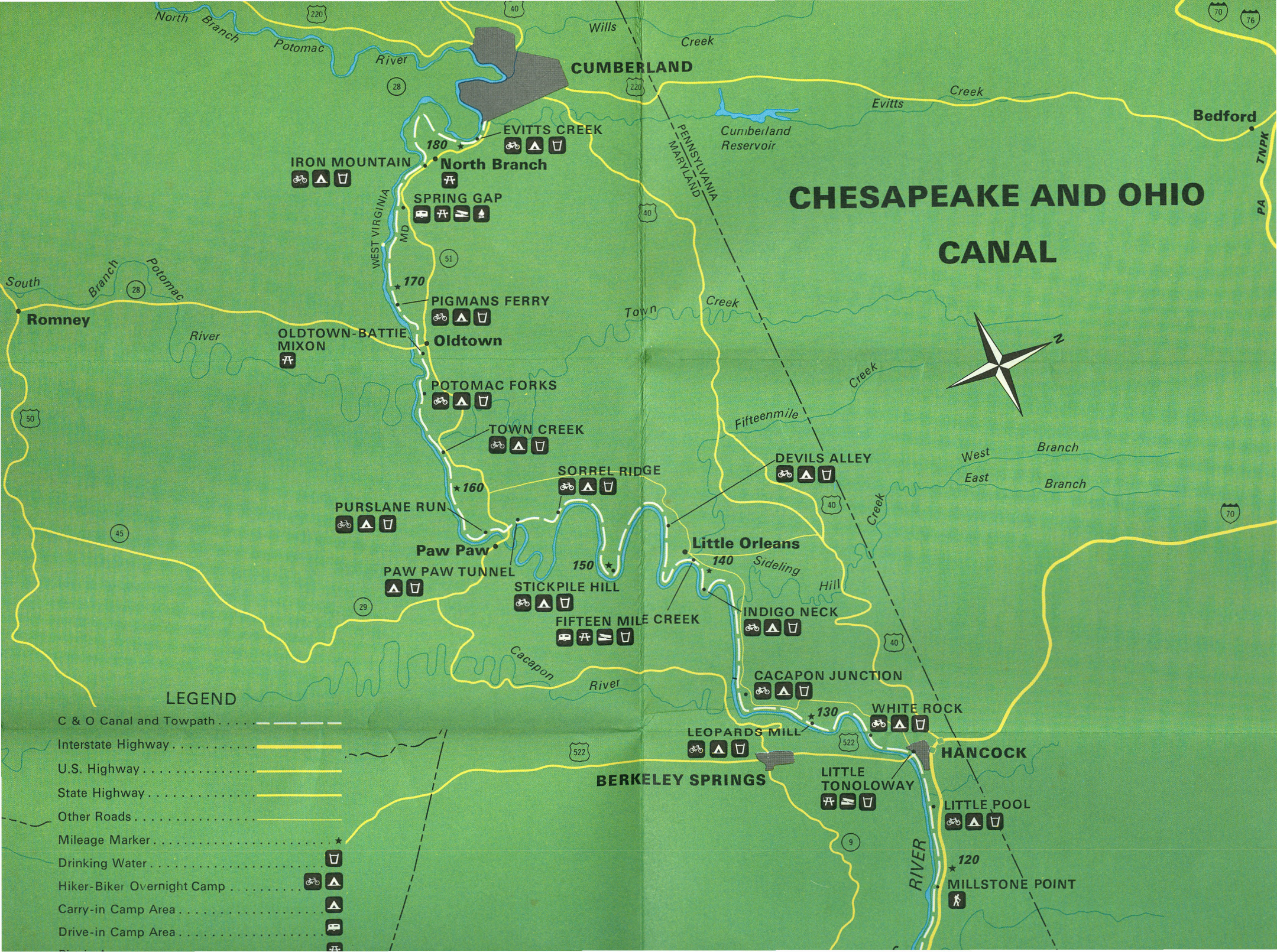
The canal was used as each section was completed: first, from Georgetown to Seneca in 1831; then to Harpers Ferry in 1833; and to near Hancock in 1839, 134 miles from its beginning in

Georgetown. About this time the canal encountered serious financial problems and the next 50.5 miles to Cumberland were not completed until 1850—8 years after the railroad reached that point. The faster and less expensive railroad had made the canal obsolete, and the C. & O. Canal Company dropped its plans to continue another 180 miles westward to Pittsburgh.

The company had spent \$22 million to build 184½ miles of canal consisting of 74 lift locks which raised it from sea level at Georgetown to 605 feet at Cumberland, 11 stone aqueducts which carried the canal over major Potomac tributaries, seven dams to supply water for the canal, a number of waste weirs to control the water level, hundreds of culverts to carry roads and streams under the canal, a 3,117-foot tunnel to take it under a mountain, and an assortment of stop locks, river locks, bridges, shops, section houses, and lock houses. The canal generally was 50 to 60 feet wide at towpath level, sloped to 30 to 40 feet across at the bottom and carried a minimum depth of 6 feet of water. The size of the locks—15 feet wide and 100 feet long—restricted the size of the barges. A typical barge was 14½ feet wide, 92 feet long, drew 4½ feet of water, and could carry upwards of 120 tons of cargo.

The canal did not attain any great measure of economic success, but it provided a prominent and leisurely means of transporting coal, flour, grain, and lumber to Washington. In the early summer of 1889, a titanic flood swept the Potomac Valley, leaving the canal in ruin. However, it was rebuilt and used until 1924, when another flood seriously damaged the already financially troubled canal company.

CHESAPEAKE AND OHIO CANAL



LEGEND

- C & O Canal and Towpath
- Interstate Highway
- U.S. Highway
- State Highway
- Other Roads
- Mileage Marker
- Drinking Water
- Hiker-Biker Overnight Camp
- Carry-in Camp Area
- Drive-in Camp Area

CUMBERLAND

Bedford

Romney

BERKELEY SPRINGS

HANCOCK

EVITTS CREEK

North Branch

SPRING GAP

PIGMANS FERRY

OLDTOWN-BATTIE MIXON

POTOMAC FORKS

TOWN CREEK

SORREL RIDGE

PURSLANE RUN

Paw Paw

PAW PAW TUNNEL

STICKPILE HILL

FIFTEEN MILE CREEK

Little Orleans

INDIGO NECK

DEVILS ALLEY

CACAPON JUNCTION

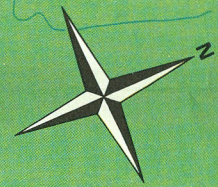
WHITE ROCK

LEOPARDS MILL

LITTLE TONOLOWAY

LITTLE POOL

MILLSTONE POINT



North Branch Potomac River

South Branch Potomac River

Wills Creek

Creek

Evitts Creek

Cumberland Reservoir

Town Creek

Fifteenmile Creek

Creek

West Branch
East Branch

Cacapon River

522

9

RIVER

PENNSYLVANIA
MARYLAND

PA
TNPK

70
76

50

45

29

28

51

180

170

160

150

140







40

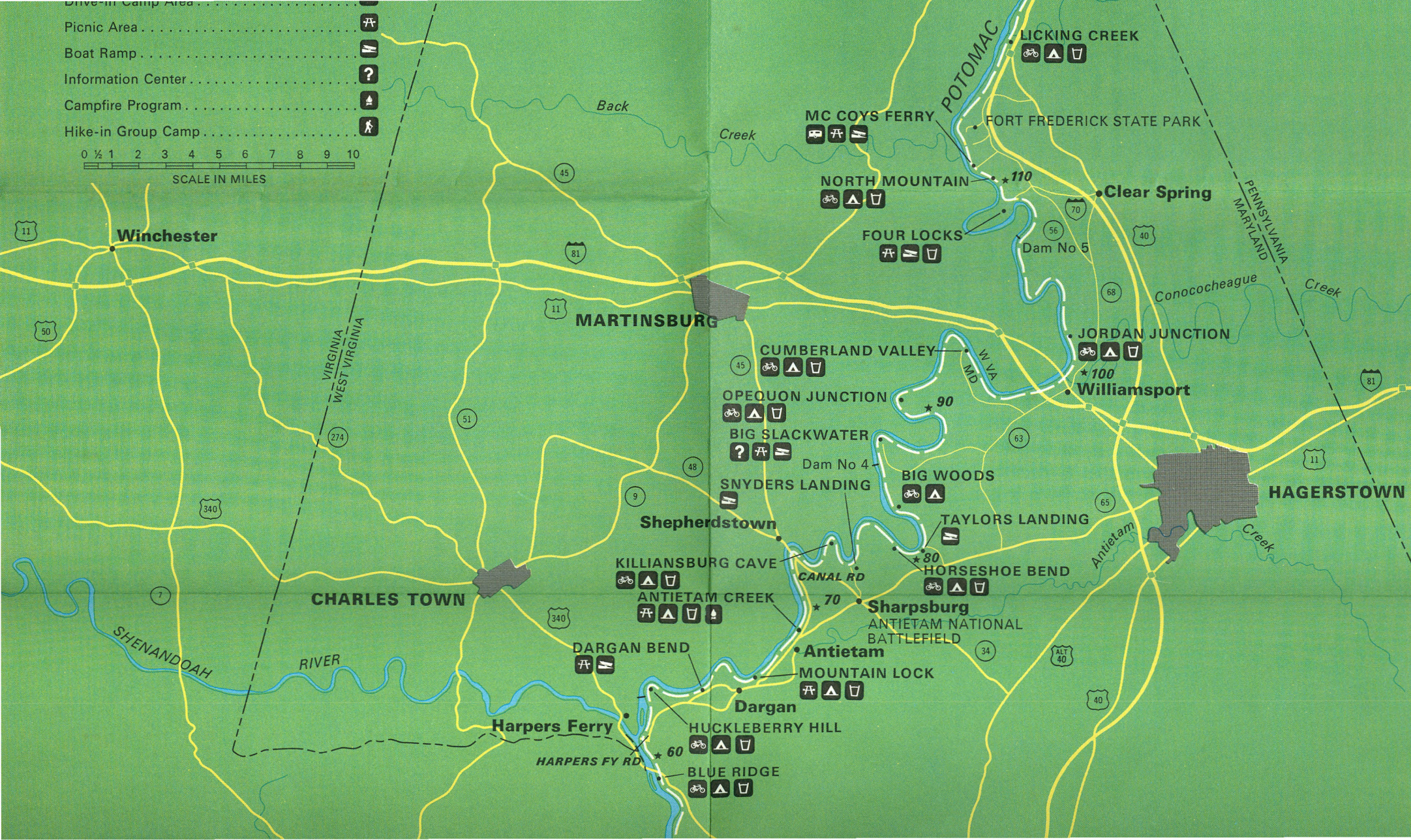
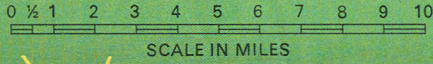
40

70

522

120

- Drive-in Camp Area 
- Picnic Area 
- Boat Ramp 
- Information Center 
- Campfire Program 
- Hike-in Group Camp 



LICKING CREEK



FORT FREDERICK STATE PARK

MC COYS FERRY



NORTH MOUNTAIN



FOUR LOCKS



Clear Spring



Winchester

MARTINSBURG

JORDAN JUNCTION



Williamsport

CUMBERLAND VALLEY



OPEQUON JUNCTION



BIG SLACKWATER



SNYDERS LANDING



BIG WOODS



TAYLORS LANDING



HAGERSTOWN

Shepherdstown

HORSESHOE BEND



CHARLES TOWN

KILLIANSBURG CAVE



ANTIETAM CREEK



Sharpsburg

ANTIETAM NATIONAL BATTLEFIELD

DARGAN BEND



Antietam

MOUNTAIN LOCK



SHENANDOAH RIVER

Harpers Ferry

HUCKLEBERRY HILL

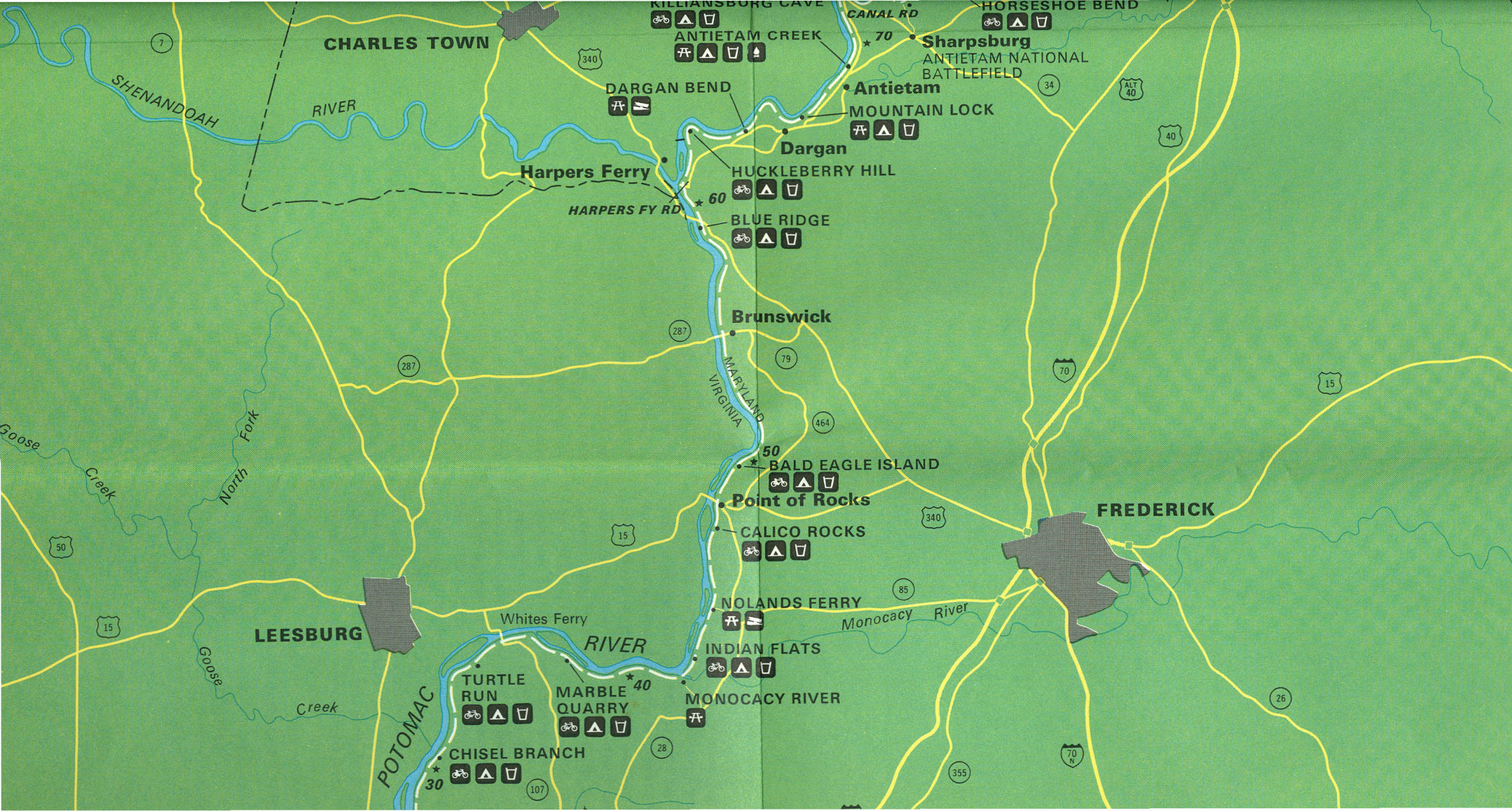


BLUE RIDGE



HARPERS FERRY RD

Dargan



CHARLES TOWN

SHARPSBURG

Harpers Ferry

Dargan

Brunswick

Point of Rocks

FREDERICK

LEESBURG

POTOMAC RIVER

MONOCACY RIVER

SHENANDOAH RIVER

Goose Creek

North Fork

TURTLE RUN

MARBLE QUARRY

CHISEL BRANCH

Whites Ferry

NOLANDS FERRY

INDIAN FLATS

CALICO ROCKS

BALD EAGLE ISLAND

MARYLAND VIRGINIA

BLUE RIDGE

HUCKLEBERRY HILL

MOUNTAIN LOCK

ANTIETAM NATIONAL BATTLEFIELD

ANTIETAM

ANTIETAM CREEK

DARGAN BEND

CANAL RD

HORSESHOE BEND

340

70

34

ALT 40

40

287

79

464

70

15

15

340

85

15

50

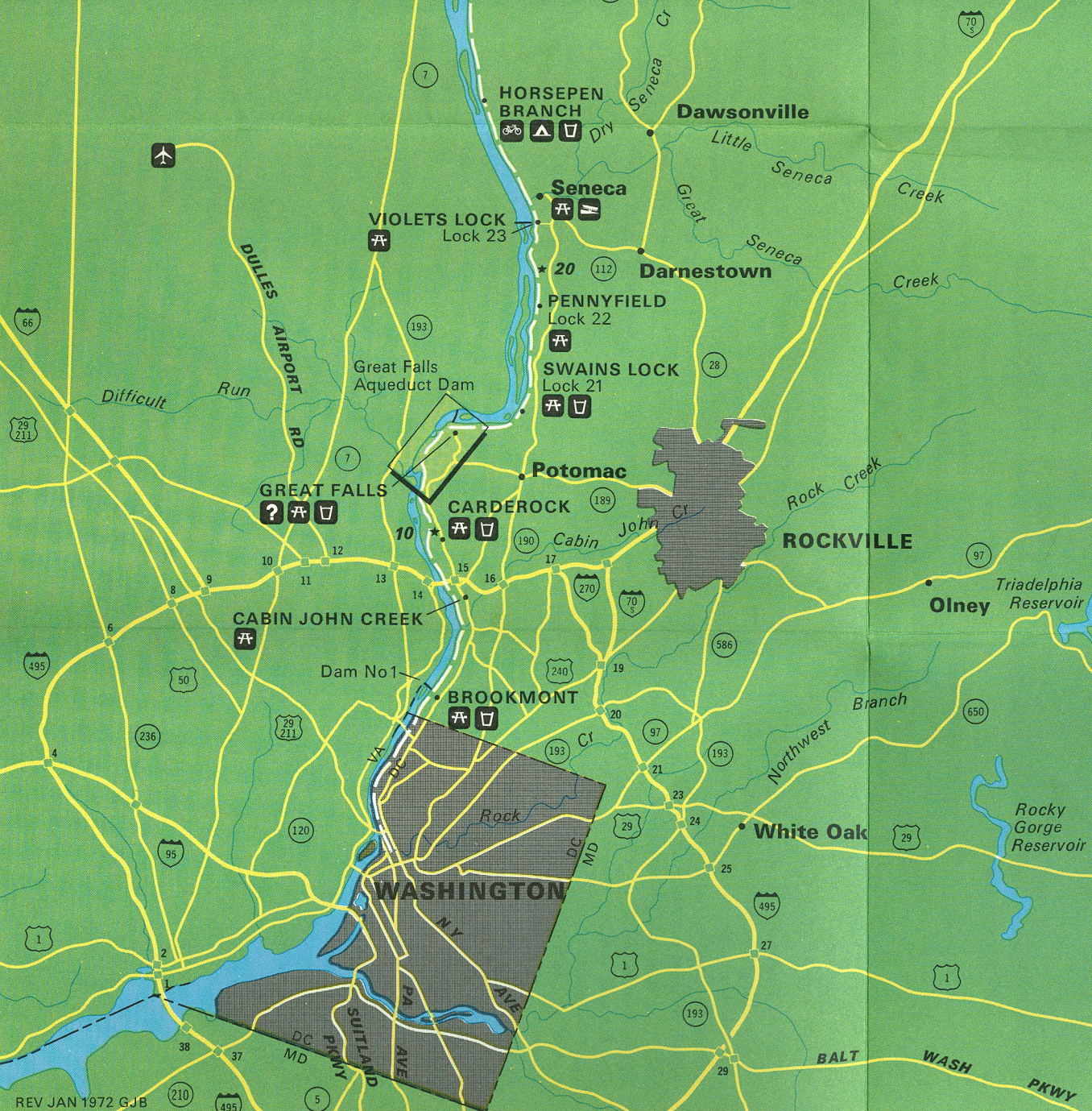
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355

70 N

26

107



ADMINISTRATION

Chesapeake & Ohio Canal National Historical Park is administered by the National Park Service, U.S. Department of the Interior.

For general information about the section from Georgetown to Seneca, phone Great Falls Tavern, 301-299-3613, or write the Superintendent, George Washington Memorial Parkway, Turkey Run Park, McLean, VA 22101

For information about the canal from Seneca to Cumberland, Md., phone 301-432-5124, or write the Superintendent, Antietam-C. & O. Canal National Park Service Group, Box 158, Sharpsburg, MD 21782.

As the Nation's principal conservation agency, the Department of the Interior has basic responsibilities for water, fish, wildlife, mineral, land, park, and recreational resources. Indian and Territorial affairs are other major concerns of America's "Department of Natural Resources." The Department works to assure the wisest choice in managing all our resources so each will make its full contribution to a better United States—now and in the future.