
National Park Service
Cultural Landscapes Inventory
2008



Four Locks
Chesapeake and Ohio Canal National Historical Park

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Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Purpose and Goals of the CLI

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

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

Scope of the CLI

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

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treatment guidelines for the cultural landscape.

Inventory Unit Description:

Inventory Unit Description:

Four Locks is a component landscape of the Chesapeake and Ohio Canal. The inventory unit is about 950 acres and is located south west of Clear Springs, Maryland. The northern boundary of the project area is the Western Maryland Railroad. Its eastern boundary is the intermittent stream at canal mile 108.49 and its western boundary is Culvert 140 at canal mile 109.90. It also includes all of Prather's Neck, with the Potomac River as its southern boundary. The Chesapeake and Ohio Canal National Historical Park owns 520 acres within the project area, while about 422 acres located on Prather's Neck is owned either by the state of Maryland or by private individuals.

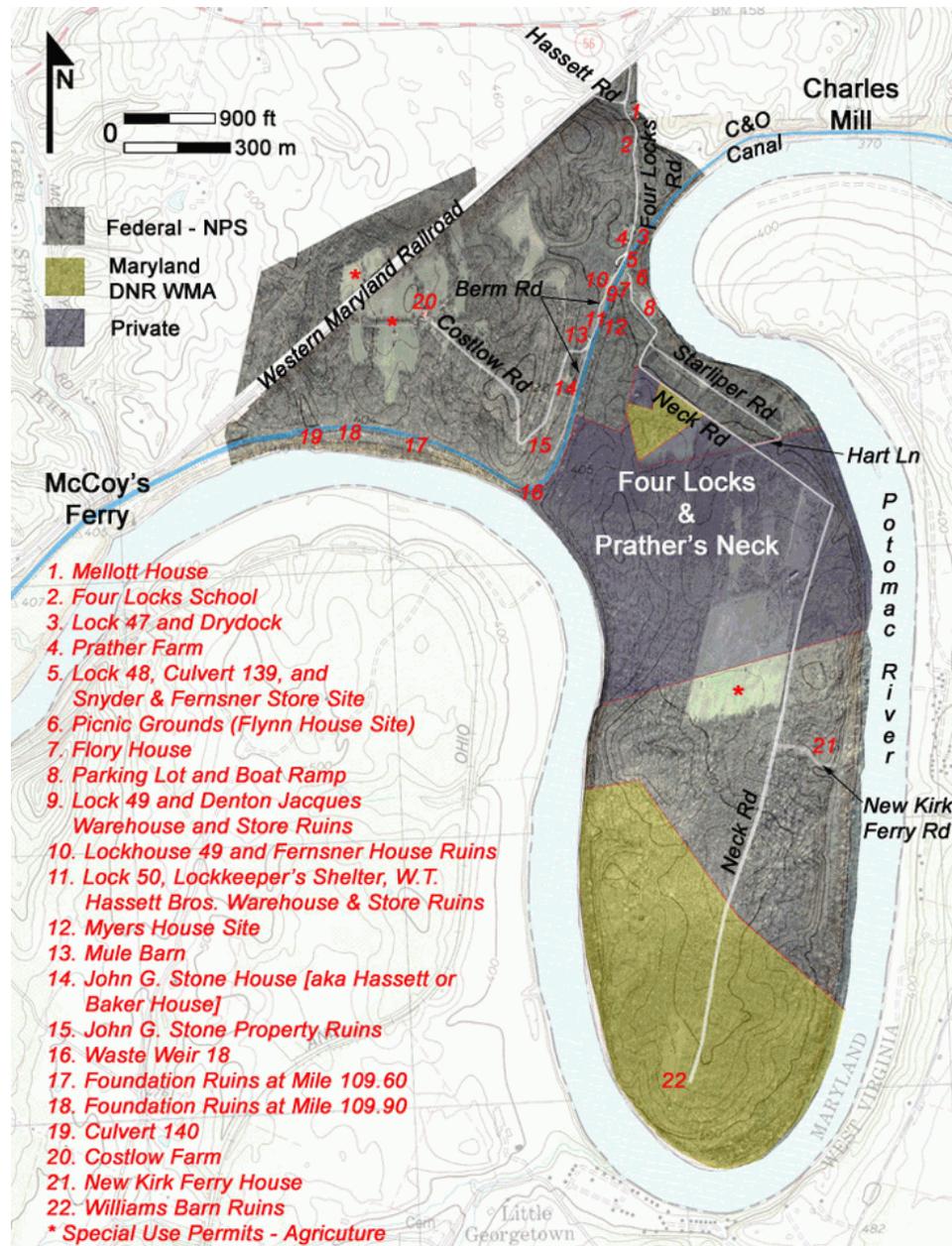
The National Register nomination was accepted by the Keeper on August 9, 1979. The Chesapeake and Ohio Canal is listed on the National Register under Criteria A and C for its architecture, engineering, commerce, transportation, conservation and military history. The period of significance is listed as 1828–1924. Although the C&O Canal is defined as a historic district having national significance, its National Register nomination does not adequately or completely document all of the contributing landscape features.

The period of significance for the Four Locks component landscape is the same as for the C&O NHP – 1828 to 1924 – the years that span the canal's construction, operation, decline and final closure. Like the rest of the canal, Four Locks reflects the ascent of canal-based transportation and its ultimate decline in nineteenth-century America. Therefore, the landscape and its events have made a significant contribution to the broad patterns of history (National Register Criterion A). Illustrative of vernacular and industrial stone construction, the canal landscape also contains individual resources that embody the distinctive characteristics of a type, period or method of construction (Criterion C).

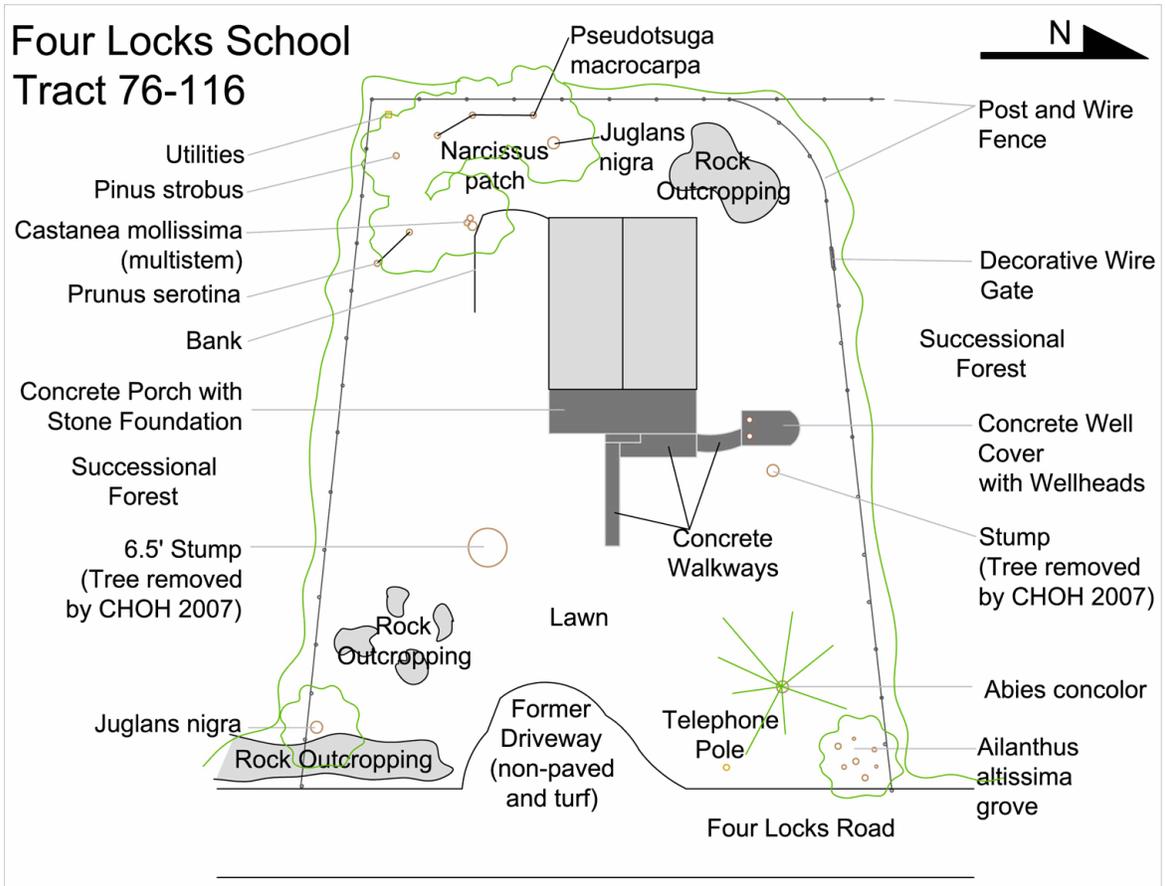
This CLI finds that the Four Locks cultural landscape retains integrity for its period of significance, 1828-1924 with all seven aspects of integrity represented. While there have been some changes to the landscape, especially in the vegetation, and the loss of some features, the overall integrity of Four Locks is high and the landscape invokes the historic significance of the property.

Although Four Locks exhibits strong integrity, the cultural landscape is in fair condition. This is largely due to the condition of the many buildings, ruins and constructed water features that date to the period of significance. Deferred maintenance has left some of these structures in fair to poor condition and stabilization and repairs are needed. Vegetation issues also contribute to the condition of the landscape, especially the loss of cropland and the presence of invasive plant species.

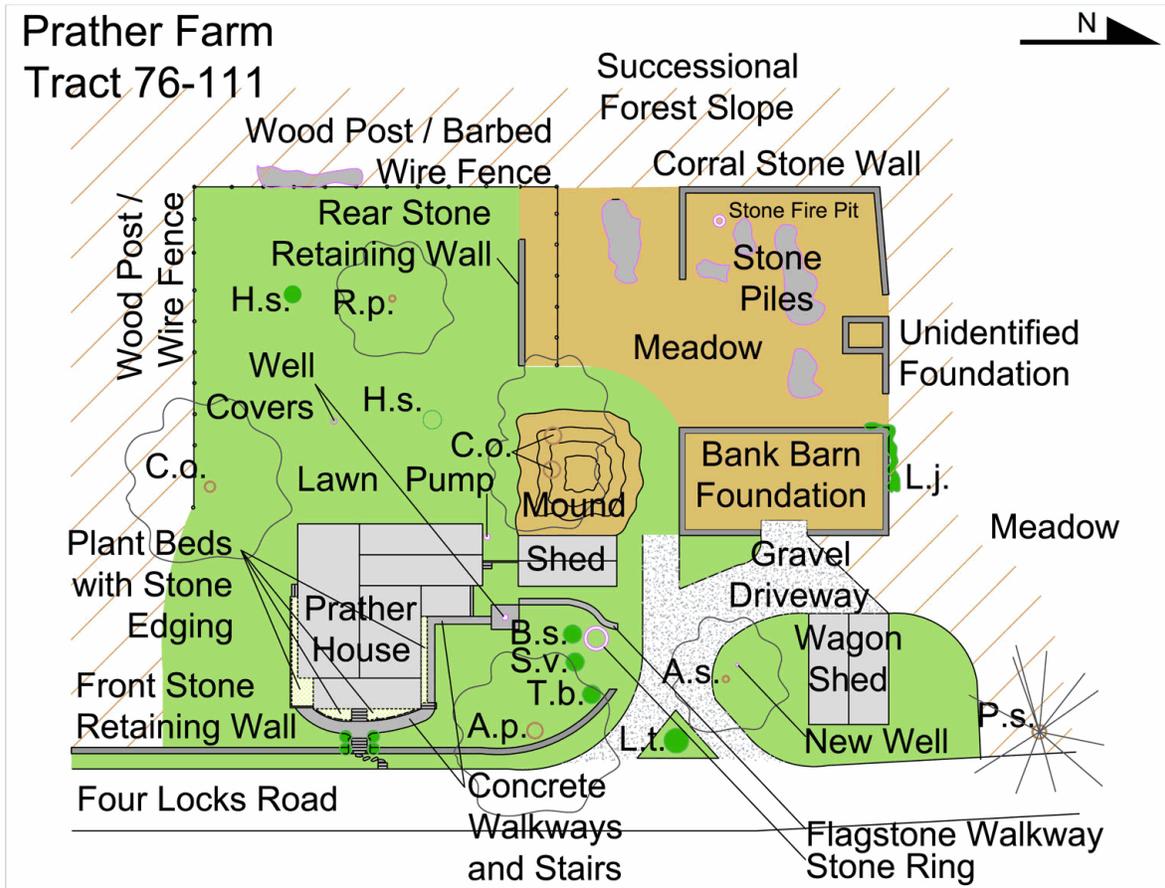
Site Plan



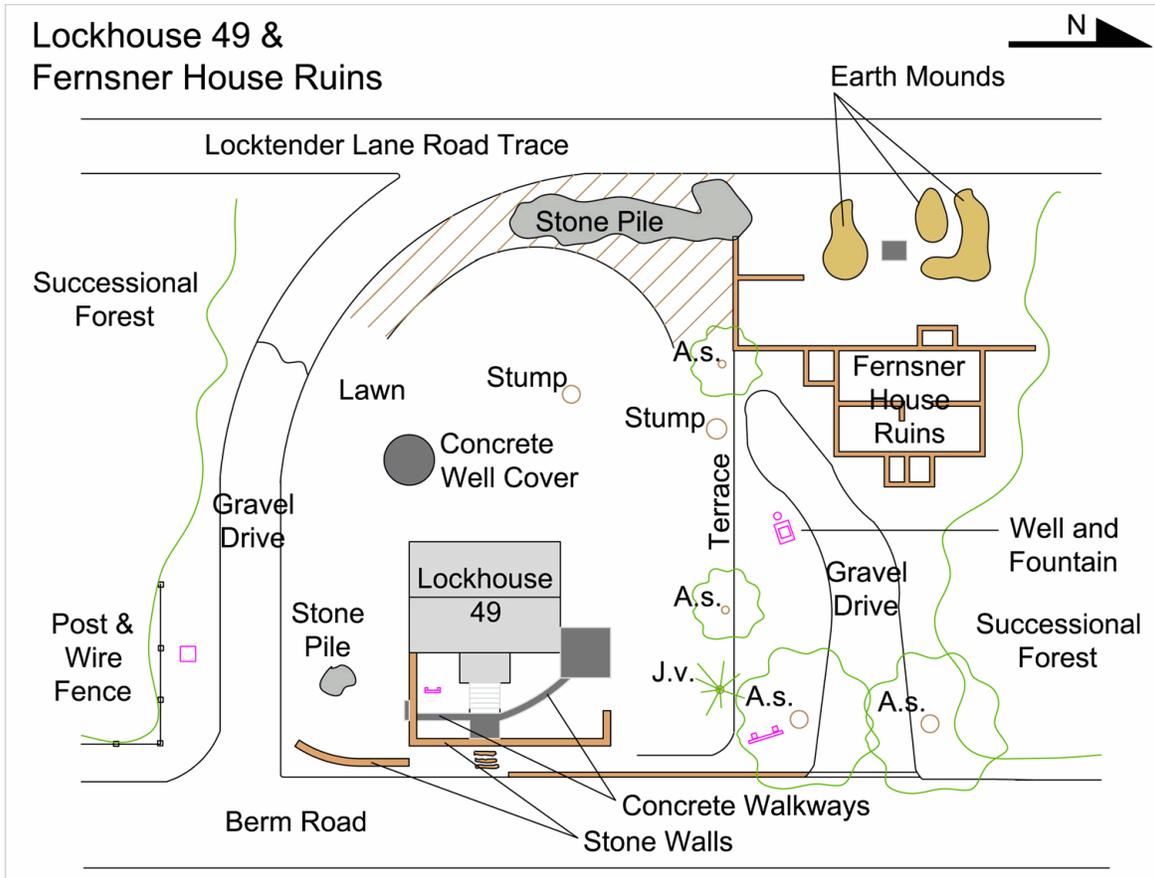
Four Locks and Prather's Neck (NCR CLP 2008). Study boundaries include Mapquest Aerial Imagery 2008 i-cubed aerial photograph. The underlay is the 1979 USGS Hedgesville Quadrangle, West Virginia-Maryland.



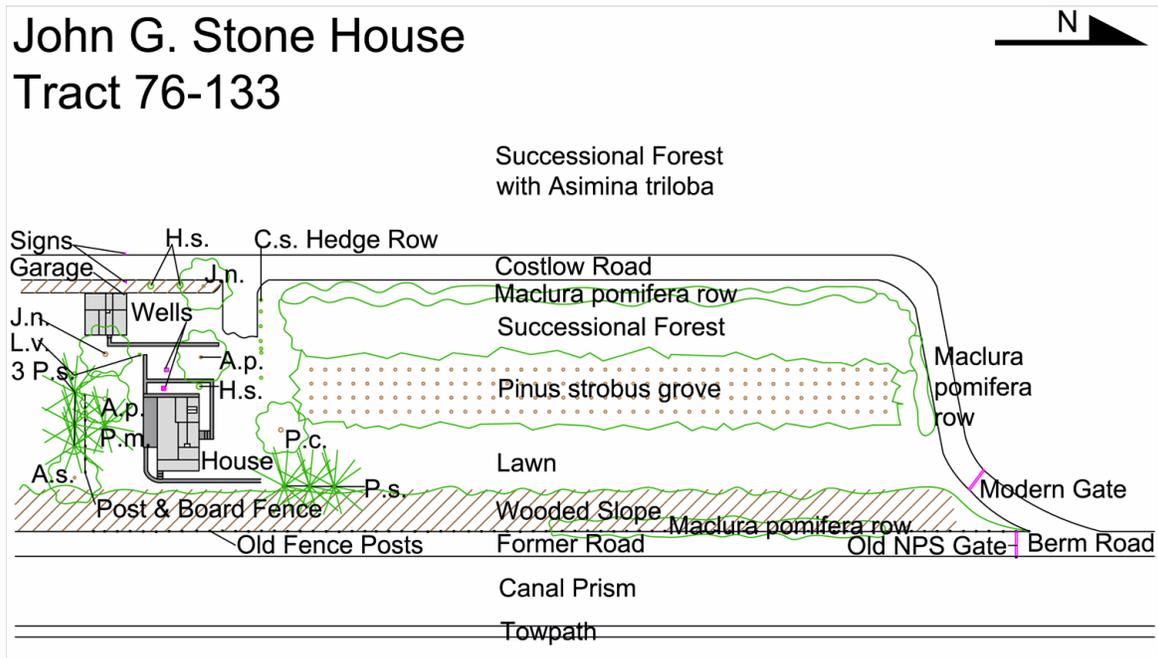
Four Locks School Site Plan (Not to scale)



A.p.-*Acer platanoides*/*A.s.*-*A. saccharum*/*B.s.*-*Buxus sempervirens*/*C.o.*-*Celtis occidentalis*/*H.s.*-*Hibiscus syriacus*/*L.j.*-*Lonicera japonica*/*L.t.*-*L. tataria*/*P.s.*-*Pinus strobus*/*R.p.*-*Robinia pseudoacacia*/*S.v.*-*Syringa vulgaris*/*T.b.*-*Taxus baccata*
(Not to Scale)



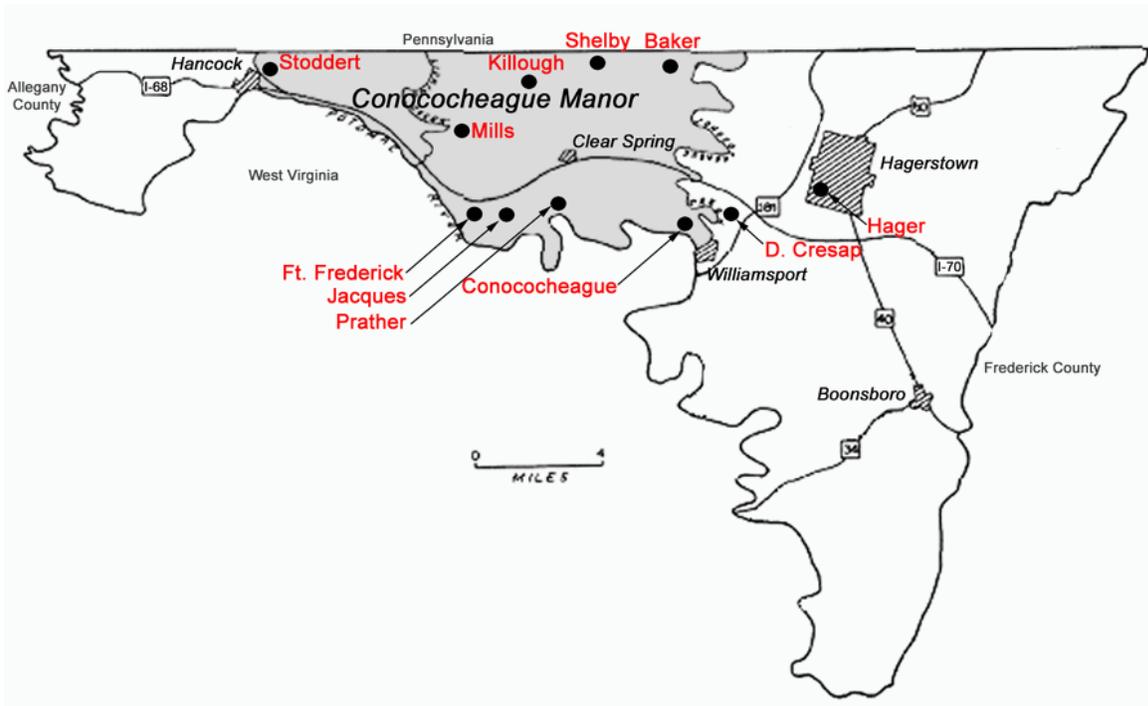
A.s.-*Acer saccharum* and *J.v.*-*Juniperus virginiana*.
(Not to scale)



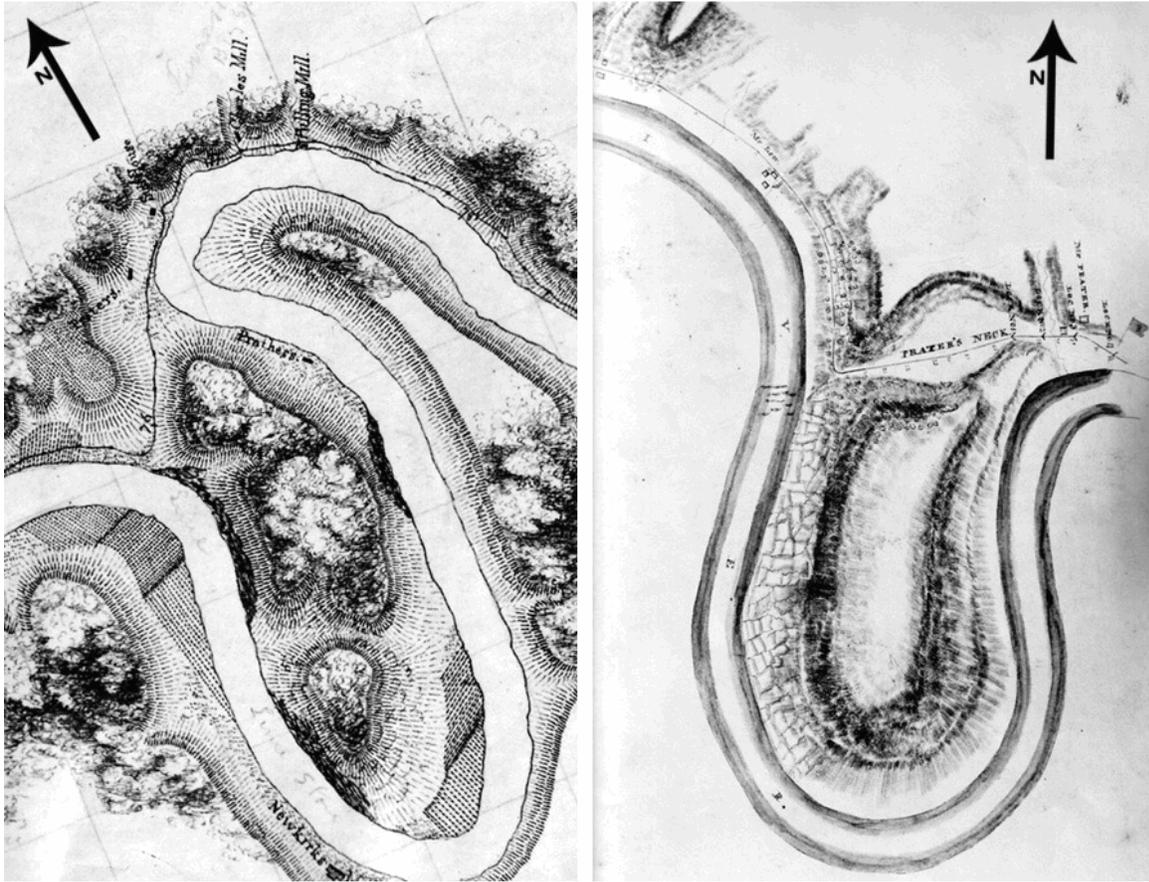
A.p.-*Acer platanoides* ('Crimson King' or 'Schwedleri'); *A.c.*-*Acer Saccharum*; *H.s.*-*Hibiscus syriacus*; *J.n.*-*Juglans nigra*; *L.v.*-*Ligustrum vulgare*; *P.c.*-*Prunus communis*; *P.m.*-*Pseudotsuga menziesii*; *P.s.*-*Pinus strobus*. (Not to scale)

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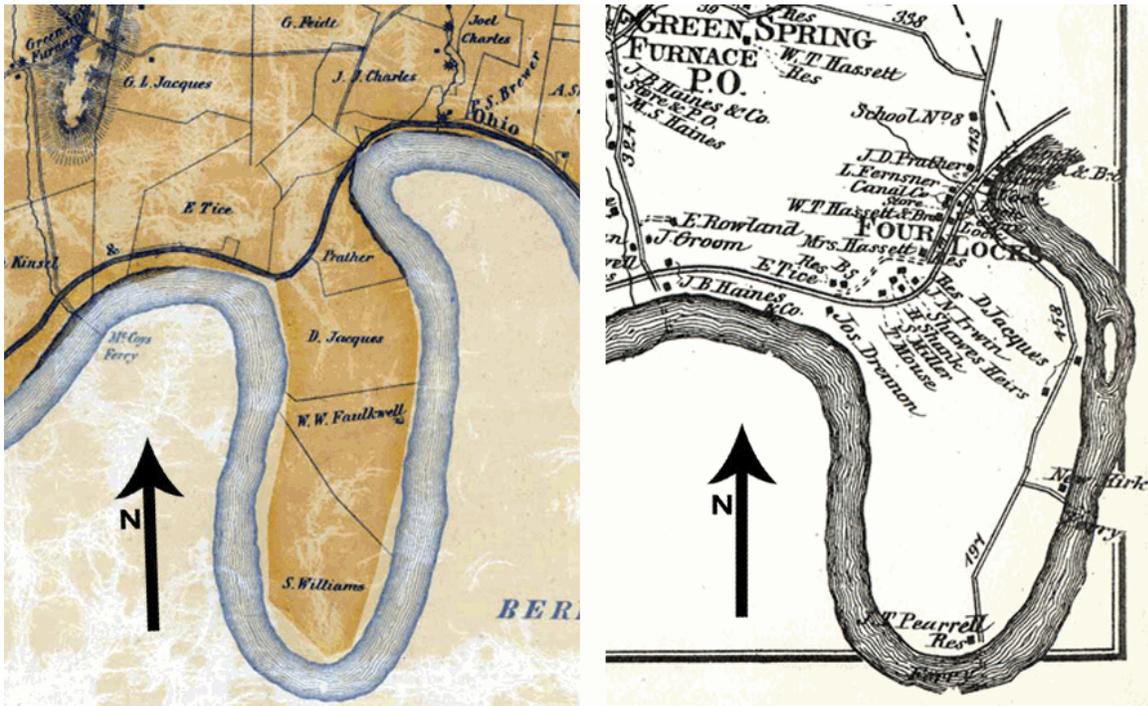
Chesapeake and Ohio Canal National Historical Park



Conococheague 'Manor' or 'Hundred' (in gray) within Washington County. French and Indian War frontier forts are depicted in red. Prather's Neck is located southwest of the Prather house fort, bottom center of the manor (adapted from Powell 1998).



Left: The 1825 Survey with Prather structures on the neck & a still & mills east & south. Right: The 1828 Survey showing the Prather house in its current location & the barn in the canal path. Mr. Low's buildings are shown to the west. (Not to scale)



Left: Prather's Neck from 1859 Taggart Map of Washington County. Right: Prather's Neck and Four Locks from the 1877 Washington County Atlas. (CHOH Library). (Not to scale)

Property Level and CLI Numbers

Inventory Unit Name:	Four Locks
Property Level:	Component Landscape
CLI Identification Number:	600279
Parent Landscape:	600268

Park Information

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

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

This CLI represents a continuation of the documentation of component landscapes at Chesapeake and Ohio Canal National Historical Park. Both primary and secondary sources were consulted, and resources from both within and outside the National Park Service were utilized. In-depth site investigations were conducted by the National Capital Region Cultural Landscape Program (CLP) for the Analysis and Evaluation section.

The report was started in the summer of 2007 by Christopher Stevens, then the Regional Cultural Landscapes Inventory Coordinator and Stephanie Bailey, National Council for Preservation Education Intern. Updates to the document were completed in 2008 by Martha Temkin, Regional Cultural Landscapes Inventory Coordinator. Sam Tamburro, Historian, Chesapeake and Ohio Canal National Historical Park provided valuable insight during the inventory process. Also, the following regional staff assisted: Maureen Joseph, Regional Historical Landscape Architect, NCR, Darwina L. Neal, Chief, Cultural Resource Preservation Services, NCR, Saylor Moss, Historical Landscape Architect, NCR, and Susan Long, Regional Historical Architect, NCR.

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	09/19/2008
National Register Concurrence:	Eligible -- SHPO Consensus Determination
Date of Concurrence Determination:	09/23/2008

National Register Concurrence Narrative:

The State Historic Preservation Officer for Maryland concurred with the findings of the Four Locks Cultural Landscape Inventory on September 23, 2008, in accordance with Section 110 of the National Historic Preservation Act. It should be noted that the "National Register Eligibility Concurrence Date" refers to this Section 110 Concurrence and not the date of listing on the National Register.

Concurrence Graphic Information:

Four Locks
Chesapeake and Ohio Canal National Historical Park



United States Department of the Interior

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

August 22, 2008

Memorandum:

To: Cultural Landscape Inventory Coordinator, National Capital Region
From: Superintendent, Chesapeake and Ohio Canal National Historical Park
Subject: Statement of Concurrence, Four Locks Cultural Landscape Inventory

I, Kevin Brandt, Superintendent of Chesapeake and Ohio Canal National Historical Park, concur with the findings of the Cultural Landscape Inventory for Four Locks including the following specific components:

MANAGEMENT CATEGORY: Must Be Preserved and Maintained

CONDITION ASSESSMENT: Fair

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

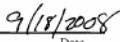
Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective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

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

The Cultural Landscapes Inventory for Four Locks is hereby approved and accepted.



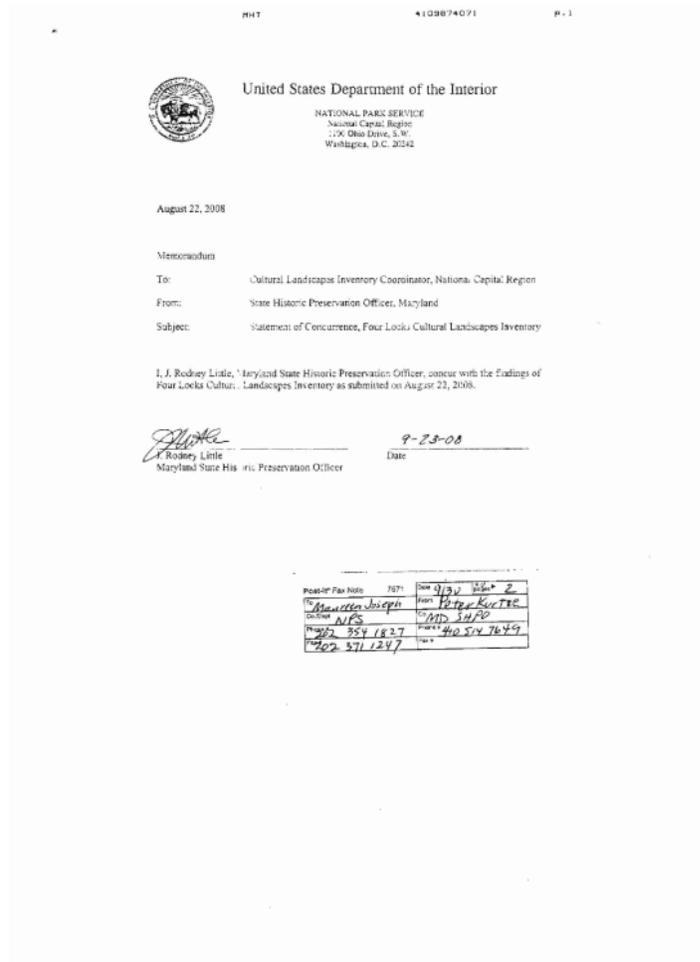
Superintendent, Chesapeake and Ohio Canal National Historical Park



Date

Concurrence memo signed by CHOH superintendent on 9/18/2008

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Concurrence memo signed by the MD SHPO on 9/23/2009

Geographic Information & Location Map

Inventory Unit Boundary Description:

The Four Locks component landscape consists of approximately 950 acres. The northern boundary of the project area is the Western Maryland Railroad. Its eastern boundary is the intermittent stream at canal mile 108.49 and its western boundary is Culvert 140 at canal mile 109.90. It also includes all of Prather's Neck, with the Potomac River as its southern boundary.

State and County:

State: MD

County: Washington County

Size (Acres): 950.00

Boundary UTMS:

Source: USGS Map 1:100,000
Type of Point: Point
Datum: NAD 83
UTM Zone: 18
UTM Easting: 247,255
UTM Northing: 4,389,640
Boundary Datum Other: This is the eastern-most point in the project area.

Source: USGS Map 1:100,000
Type of Point: Point
Datum: NAD 83
UTM Zone: 18
UTM Easting: 245,377
UTM Northing: 4,388,748
Boundary Datum Other: This is the western-most point of the project area

Source: USGS Map 1:100,000
Type of Point: Point
Datum: NAD 83
UTM Zone: 18
UTM Easting: 246,248
UTM Northing: 4,389,442
Boundary Datum Other: This is the northern-most point of the project area.

Source: USGS Map 1:100,000
Type of Point: Point
Datum: NAD 83

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UTM Zone:	18
UTM Easting:	247,204
UTM Northing:	4,385,940
Boundary Datum Other:	This is the southern-most point in the project area.

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Location Map:



Portion of the park brochure shows Four Locks between McCoy's Ferry and Dam 5 Road.

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 09/19/2008

Management Category Explanatory Narrative:

Four Locks is included in the National Register Nomination for the Chesapeake and Ohio Canal. The management category is 'Must be Preserved and Maintained' because it is listed in the National Register Nomination as nationally significant. The date of the management category is the date the CLI was approved by the CHOH Superintendent.

Agreements, Legal Interest, and Access

Management Agreement:

Type of Agreement: Special Use Permit

Expiration Date: UK

Management Agreement Explanatory Narrative:

36.84 acres of Tract 76-100 (Tice/Costlow Farm) and 4.23 acres of Tract 78-132 are farmed under an agricultural lease.

NPS Legal Interest:

Type of Interest: Fee Simple

Type of Interest: Less than Fee Simple

Explanatory Narrative:

Tracts 77-11- and 77-11, both located south of the canal on Prather's Neck are owned by the State of Maryland. The tracts are part of Maryland's DNR public land system. The NPS holds a scenic easment on these tracts.

Type of Interest: Less than Fee Simple

Explanatory Narrative:

Tracts 77-104, 77-15, 77-106 and 77-109, all located south of the canal on Prather's Neck are in private ownership. The NPS holds a scenic easement on these properties.

Public Access:

Type of Access: Unrestricted

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

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Adjacent Lands Description:

The rural nature of the lands adjacent to the Four Locks project area contributes to the historic scene.

National Register Information

Existing NRIS Information:

Name in National Register: Chesapeake and Ohio Canal National Historical Park
NRIS Number: 66000036
Primary Certification Date: 10/15/1966
Other Certifications and Date: Additional Documentation - 8/19/1979

Significance Criteria: A - Associated with events significant to broad patterns of our history

Significance Criteria: C - Embodies distinctive construction, work of master, or high artistic values

Period of Significance:

Time Period: AD 1828 - 1924

Historic Context Theme: Developing the American Economy

Subtheme: Shipping and Transportation by Water

Facet: Canals

Time Period: AD 1828 - 1924

Historic Context Theme: Expanding Science and Technology

Subtheme: Technology (Engineering and Invention)

Facet: Transportation

Time Period: AD 1828 - 1924

Historic Context Theme: Transforming the Environment

Subtheme: The Industrial Revolution

Facet: Degradation of Human Environment

Area of Significance:

Area of Significance Category: Engineering

Area of Significance Subcategory: None

Area of Significance Category: Commerce

Area of Significance Subcategory: None

Statement of Significance:

The inventory unit, a component landscape of the C&O NHP, is located between Mile 108.49 and Mile 109.90 of the canal and includes Prather's Neck. The National Register nomination, authored by Philip S. Romigh and Barry Mackintosh, was accepted by the Keeper on August 9, 1979. The Chesapeake and Ohio Canal is listed on the National Register under Criteria A and C for its architecture, engineering, commerce, transportation, conservation and military history.

The period of significance for the Four Locks component landscape is the same as for the C&O NHP – 1828 to 1924 – the years that span the canal's construction, operation, decline and final closure. Like the rest of the canal, Four Locks reflects the ascent of canal-based transportation and its ultimate decline in nineteenth-century America. Therefore, the landscape and its events have made a significant contribution to the broad patterns of history (National Register Criterion A). Illustrative of vernacular and industrial stone construction, the canal landscape also contains individual resources that embody the distinctive characteristics of a type, period or method of construction (Criterion C).

The principal areas of the canal's historical significance are architecture, engineering, commerce, transportation, conservation and military history. Except for military history, all of these areas of significance also apply to the cultural landscape. The canal and its associated structures serve as an excellent example of nineteenth-century canal-building technology and engineering. Many of the structures, such as lockhouses and culvert face walls, were also architecturally treated with aesthetic features added for visual enhancement. The canal served as a major commercial trade route in the Potomac River valley during the mid-nineteenth century, conveying a significant amount of food, fuel and building materials. It also led to the creation of numerous businesses along it and this was especially true in the Four Locks area. These included three store/warehouses, a dry-dock for canal boat repair and a mule barn. It is also one of only two areas on the canal, the other being the Paw Paw Tunnel, where a decision was made to deviate from following the Potomac River. Cutting across Prather's Neck saved the canal company two miles of construction and is a unique engineering accomplishment.

The Four Locks cultural landscape is historically significant in the same ways as the rest of the C&O Canal, but there is an additional element of significance. The canal gave rise to several canal communities along its length, such as those at Pennyfield Lock, Great Falls Tavern and Seneca Lock

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(also known as Rushville). These communities rose and fell with the fortunes of the canal. The commissioners of Washington County recognized the potential for growth in the area with the arrival of the canal, building Four Locks Road to connect the community to the larger towns of Williamsport and Hancock, within five years of the completion of the Four Locks prism (Washington County Deed, Folio 366-369, May 3, 1844). At the height of the canal era (1870-1889), Four Locks community became large enough support 3 stores/warehouses, a school, post-office, and bakery. Most of the community's residents had some connection to the Canal Company. They included canal boat owners and operators, lock keepers, boat builders and repairers, mule tenders and store owners/operators. Even the farmers in the area were connected to the canal in that they supplied canal workers and their families with hay and corn and overwintered mules. The same families lived and worked along the canal at Four Locks throughout the period of significance and beyond. They included Prathers, Hassetts, Jacques, Tices, Fernsners, Meyers, Mouses, Mosiers and Mellots. Four generation of Taylors lived at the Lockhouse at Lock 49, the last leaving in 1971 (Mastrangelo 1987:12). This tight-knit community formed, grew and was sustained by the canal, with the demise of the canal, came the demise of the community. The Four Locks cultural landscape retains many elements of this unique place, including many buildings and structures and the historic circulation system. There is also a spatial clarity that is not found in any of the other canal-side communities.

State Register Information

Identification Number: M-12-46
Date Listed: 10/15/1966

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Vernacular

Current and Historic Use/Function:

Primary Historic Function:	Commerce/Trade-Other
Primary Current Use:	Campground/Picnic Area
Other Use/Function	Other Type of Use or Function
Agricultural Field	Both Current And Historic
Domestic (Residential)-Other	Historic
Hiking Trail	Current

Current and Historic Names:**Name**

Four Locks

Type of Name

Both Current And Historic

Ethnographic Study Conducted:

No Survey Conducted

Chronology:

Year	Event	Annotation
AD 1732	Platted	Charles Calvert, fifth Lord Baltimore, offers the vast western areas of the province of Maryland to his subjects in the east. The Conococheague Hundred or Manor included what is now Prather's Neck and the rest of the project area. Of the colonial patents this Hundred included, three cover Prather's Neck: Rocky Neck, Rocky Neck Amended, and Goodluck.
AD 1742	Settled	Thomas and Elizabeth Claggett Prather move to the Conococheague Valley from their plantation in Prince Georges County Maryland.
AD 1749	Established	The Ohio Company is chartered and obtains the rights to 200,000 acres of land extending along the Maryland and Virginia banks of the Potomac River, from Georgetown to the 'forks of the Ohio.'
AD 1751	Established	Georgetown, Maryland (now DC) is established as a tobacco port.
AD 1754 - 1763	Military Operation	The French and Indian War rages across the Piedmont, Appalachia, and the Ohio Valley.
AD 1756	Military Operation	Col. Thomas Prather commands the Frederick County Militia at Fort Frederick four miles west of Prathers Neck.
AD 1756 - 1759	Military Operation	Col. Thomas Prather's house, possibly located at Prather's Neck serves as a military depot for the settlers and British.
AD 1763	Land Transfer	Rocky Neck' [an original land patent and later part of the Prather/Hassett Farm] totals 548 acres and is granted to Lancelot James and Thomas Johnson on May 17.
	Military Operation	Native Americans massacre many settlers in the Conococheague Valley.

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AD 1770	Established	In addition to George Washington, the managers of the Potomac Company include famous colonists Thomas Cresap, Jonathan Hager, Col. George Mason, and Col. Thomas Prather, among others. Colonel Thomas Prather serves as treasurer along with Col. George Mercer.
AD 1774	Planned	George Washington introduces a bill into Virginia's House of Burgess to build canals around the Potomac's five biggest obstacles.
AD 1776	Established	Washington County, named after General George Washington, is created by the first Maryland State Convention. Originally part of Frederick County, the new county contains all of the land that comprises present day Washington, Allegany and Garrett counties.
AD 1784	Planned	George Washington believes it is crucial to better link the Ohio Valley with the rest of the colonies to encourage allegiance and loyalty. He believes the Potomac route is far superior to the New York Lake Erie route being supported by other states. Thomas Jefferson urges Washington to push the idea through the mid-Atlantic state legislatures.
AD 1784 - 1802	Established	Largely through the influence of George Washington, in October 1784, the Virginia Assembly passes an act officially incorporating the Potomack Company, and in November 1784, the charter is affirmed by the Maryland Assembly. The purpose of the company is to open the Potomac River to navigation. From 1785-1802, the company proceeds with construction of canals around the falls of the Potomac, completing the locks at Great Falls on the Virginia side in 1802.
AD 1790	Land Transfer	'Good Luck' [an original land patent and later part of the Prather/Hassett Farm property] is granted to James Prather on April 16 with 160 and 117.5 acres.
AD 1802	Built	The Potomac Company constructs the skirting canal along the Virginia side of the Potomac River to bypass Little Falls and Great Falls and opens the locks at Great Falls.

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AD 1811	Built	Construction begins for the National Road, used by hundreds of thousands of settlers to travel to the west. It roughly follows the route that Washington and Braddock had hewn out through the Appalachian Mountains west from Cumberland, Maryland.
	Built	'Rocky Neck Amended' [an original land patent and later part of the Prather/Hassett Farm] is surveyed for Denton Jacques on October 18, and totals 548 acres.
AD 1817 - 1825	Built	The Erie Canal construction begins and is completed eight years later; it demonstrates a successful method for cost-effective transportation, and marks the beginning of the canal-building epoch in the United States. New York State connects the Hudson River to Lake Erie (363 miles) with the completion of the Erie Canal.
AD 1820	Planned	First surveys/feasibility studies are conducted for a canal parallel to the Potomac.
AD 1823	Planned	A canal convention, with Virginia representative Charles Fenton Mercer, John Mason, Francis Scott Key, and Albert Gallatin, is held to support a canal to follow the Potomac River, cross the mountains, and follow western flowing rivers to Pittsburgh.
AD 1824	Land Transfer	Samuel Prather and his wife Elizabeth, a daughter of Denton Jacques, purchase land from the estate of James and Elie Prather (either 197 or 257 acres).
AD 1825	Land Transfer	On February 24, 1825, Samuel Prather purchases 225 acres from Lancelot Jacques, Jr., a trustee from Denton's estate.
	Established	Chesapeake & Ohio Canal is chartered following the first C& O Canal Convention (1823). The rights to the Potomac River originally granted to the Potomac Canal Company are transferred to the C& O Canal Company.
AD 1828	Built	On July 4, groundbreaking occurs for both the Chesapeake and Ohio Canal in the Washington, DC area and for the Baltimore and Ohio Railroad in Baltimore.

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AD 1828 - 1833	Planned	Early surveys propose that the canal be cut one-half mile through Prather's Neck to avoid the four-mile loop that the Neck makes along the Potomac River. This dramatic rise in elevation makes the construction of four locks necessary.
AD 1828 - 1850	Built	Construction of C& O Canal from the mouth of Rock Creek in Georgetown to Cumberland, Maryland. Before its completion, the canal company earns some income carrying produce from farms that lay along its route.
AD 1833 - 1834	Planned	Assistant Engineer Alfred Cruger submits a plan for the construction of the canal above Dam 5. He proposes Locks 46, 47, 48, and 49 be constructed just below Prather's Neck and Lock 50 just below the intersection of Licking Creek and the canal.
	Built	Cruger provides that the line of the canal be constructed to avoid a stone barn on the Prather Farm.
AD 1834	Planned	Several Irishmen die near Dam No. 5 (mile 106.2) in a battle between workers from County Cork and the "Fardowners" from Longsford.
AD 1834 - 1836	Land Transfer	The C& O Canal Company obtains most of the land for Four Locks from Samuel Prather through condemnation. Cruger's original estimated value for the land was \$1000, but a Washington County jury found the actual cost to be \$2960. This and other court decisions in Washington and Allegany Counties cost the Canal Company greatly.
AD 1835	Planned	Charles Fisk, Resident Engineer, moves Cruger's proposed Lock 46 downstream 1.3 miles to within 600 feet of Lock 45 in order to raise the canal level to prevent high water backing up from Dam 5 and blowing out the culverts.
	Planned	With Fisk's higher level, it is easier to construct Four Locks, and Locks 47, 48, and 49 are kept very close to Cruger's proposal. The raised canal bed also allows construction of culverts large enough to flow freely without backup.

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	Planned	Fisk proposes the demolition of Prather's stone barn to straighten the alignment of the canal for the efficiency of the four locks arguing that Cruger's alignment would destroy the barnyard anyway. The barn was demolished during canal construction.
	Built	Fisk relocates Lock 50 from Licking Creek to within 200 feet of Lock 49 eliminating the need to make a costly deep cut through the limestone of Prather's Neck. Also stone sources for Lock 50 were closer to Four Locks than to Licking Creek.
	Built	Fisk's proposals are accepted by the C& O Canal Company and construction on Sections 205 and 206 begins.
	Altered	D.K. Cahoon's contracts to construct Locks 48, 49, 50 are annulled.
AD 1836 - 1837	Built	Construction of Lock 47 begins in February 1836 and is completed in December 1837. D.K. Cahoon is the primary contractor. David Lyles completes some additional work.
AD 1836 - 1839	Built	Jesse Scoffield, contractor, begins to build Lockhouse 49 in October 1837 and completes it in March, 1839. It has a modified 30 by 22 feet floor plan that differs from the standard lockhouse plans approved by the C&O Canal Company in 1836. The lockkeeper that resided here originally tended all four locks.
AD 1836 - 1847	Eroded	Canal is repeatedly damaged by flooding and repaired, and towpath breaks are common.
AD 1837 - 1838	Built	Construction of Locks 48 and 49 begins in February 1837 and is completed in June 1838. Michael Byrne is the primary contractor.
AD 1837 - 1839	Built	Michael Byrne begins building Lock 50 in May 1837, and David Lyles completes it in May 1839.

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AD 1838	Exploited	Irish laborers at Prather's Neck seize some gunpowder from the canal stores and threaten to demolish their own work unless they are paid back wages. The local militia refuse to put down the insurrection siding with the laborers, and sympathetic Four Locks villagers even supply them with provisions on credit. Finally two companies of militia from Hagerstown and Smithsburg seize the gunpowder peacefully while describing the workers and their families as being 'in suffering and deplorable condition.'
AD 1839	Built	Section of the canal between Dams 5 & 6 is completed and watered in April.
	Built	David Lyles does additional works on Lock 49 in May.
AD 1839 - 1850	Maintained	Daniel Brewer is the lockkeeper for Locks 47-50.
AD 1844	Land Transfer	The Washington County Commissioners purchase land from several owners to create what is now Four Locks Road to stimulate commerce to the growing village of Four Locks. Samuel Prather is one of the landowners. The new road connects the Williamsport to Hancock road with the tip of Prather's Neck.
AD 1846 - 1859	Land Transfer	Samuel Prather dies. Jonathan D. Prather acquires 159.25 acres and a two-story stone house "with an orchard of excellent fruit trees" [Prather/Hassett Farm]. William Cushwa acted as a trustee for the Circuit Court to settle the estate in 1859 for the multiple heirs.
AD 1850	Built	On October 10, the Chesapeake and Ohio canal formally opens with a ceremony replete with speeches, a military band, and cannon salutes. The canal is now able to tap into a larger income in the rich veins of coal just beyond Cumberland.
AD 1850 - 1851	Maintained	John S. Moore is the lockkeeper for the Four Locks.
AD 1850 - 1860	Built	The House at Lock 50 [Section House] is built.

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AD 1851 - 1859	Maintained	Lewis G. Stanhope, Henry Otto, Samuel Morany, William Lowe, and D. Wiland serve as lockkeepers.
AD 1852	Eroded	(April) Most severe flood to date, River crests at sixty-four feet at Great Falls.
AD 1853	Built	The Baltimore and Ohio Railroad reaches the Ohio River at Wheeling, WV.
AD 1855 - 1864	Established	Thomas J. Hassett is given permission on September 7, 1855, to build a dry-dock near Lock No. 47. Later in March 1864, the board grants him a 10-year "privilege" to continue the operation of this dry-dock.
AD 1857	Eroded	A succession of floods nearly puts the canal out of business with a February ice freshet and three spring floods.
AD 1858 - 1860	Land Transfer	Thomas J. Hassett purchased a 0.28-acre tract from the C& O Canal Company in a 99-year lease that includes a one-half story weatherboard dwelling opposite Lock 50 [House at Lock 50]. The land was owned by Samuel Prather before being condemned by the canal company.
AD 1858 - 1865	Established	Washington County Post Office records show a post office located in Four Locks from June 30, 1858 to January 21, 1865, when it moved to Clear Spring. The postmaster was John D. Prather. (probably Jonathan D. Prather who owned the Hassett/Prather Farm)
AD 1859	Maintained	The canal carries 300,000 tons of coal and 20,000 tons of flour, wheat, and corn per year with most freight headed in one direction, toward Georgetown. Earnings total \$189,000.
AD 1859 - 1860	Land Transfer	In 1859, John G. Stone, Superintendent of the 3rd Division, purchases a 99-year lease and eight acres for \$880 from the C& O Canal Company,..." It was part of the property originally taken by the C & O Canal Co. from Samuel Prather. John Stone conveys, for \$50, a 4.5-acre tract to Thomas J. Hassett in June 1860. This tract, [Stone/Hassett/Baker] contains a two-story weatherboard dwelling.

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AD 1859 - 1869	Built	Several houses, mostly log cabins, were built on the property leased by John G. Stone. They were occupied by canal boatman and other canal workers during the period of significance.
AD 1859 - 1877	Built	The Four Locks School is constructed in this time frame. The origin of the school is uncertain. However, the 1877 Washington County Atlas refers to this school as "School #8." It was locally called Cedar Grove School and later Four Locks School.
AD 1860	Land Transfer	John G. Stone conveyed a plot to Lewis Fernsner. This was located next to the site of the Fernsner House.
	Maintained	Thomas Mouse is the Four Locks Lockkeeper.
AD 1860 - 1880	Built	The Costlow/Tice Barn and Shed are built. This farm property was established by at least the early 1800s, and probably earlier.
	Maintained	James Flynn, then his 3 sons, Joseph, Aloysius, and John, are listed as a lock tenders for Locks 47 and 48.
AD 1861	Built	December 7-9, Jackson's Confederates under Capt. William McLaughlin shell Dam 5 and digs a ditch around the south abutment to cause erosion, all the while being under constant Union fire. The dam survives with only minor damage.
	Restored	Jackson's Stonewall Brigade, reinforced by Col. Ashby's cavalry, sabotage Dam 5 from December 17-20 under constant Union fire. Union troops repair the dam, and canal traffic resumes by December 21.
	Inhabited	Union Troops are posted at Four Locks and Prather's Neck to defend the canal. On December 21, troops rush two guns to Little Georgetown (West) Virginia, across the river from the foot of the neck to drive off Confederate infantry.
	Built	James Flynn builds a house along the river near Lock 48 and serves as the lockkeeper for Locks 47 and 48.

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AD 1861 - 1865	Exploited	The Civil War effectively makes the Potomac River a physical barrier between the North and South, and the canal and B& O Railroad become objects of many Confederate raids.
AD 1861 - 1881	Maintained	Joseph Brewer serves as the Four Locks lockkeeper until his death in 1881.
AD 1862	Inhabited	The Union 1st Maryland Infantry Regiment uses nearby Fort Frederick, built for the French and Indian War, to protect the Canal and the B& O Railroad.
AD 1863 - 1872	Land Transfer	In 1863, Thomas J. Hassett receives a 99-year lease and six-room dwelling [Fernsner House] from the C& O Canal Company.
AD 1863 - 1882	Land Transfer	A 10-year agreement is made between Denton Jacques and the Canal Company for Denton to lease land (100 by 125 feet on the berm side and 10 by 15 feet on the towpath side) and erect a warehouse over the Lock 49 flume. In 1872, the agreement, with Jaques to operate a feed and supply store and warehouse is renewed for 10 years, provided the structures do not interfere with the free use of the canal and that no liquor be sold on the property. After Jacques dies, John D. Prather pays Jacques' executor Alex Flory for the store.
AD 1864	Destroyed	In late July, the small bridge at Four Locks is destroyed.
AD 1865 - 1866	Established	On August 10, 1865, William J. Hassett is granted permission to build a feed store at Lock 50 with a 10 year lease. On June 1, 1866, he is authorized to build a warehouse and establish a coal yard on the canal berm at Lock No. 50. The warehouse and coal yard, are to be constructed under the direction of the engineer and general superintendent of the canal.
AD 1865 - 1867	Restored	In April of 1865 restoration and improvement work on the Canal begins in earnest, and new structures are ready by 1867.
AD 1867 - 1877	Established	New Kirk Ferry was established by 1877, but was probably in use earlier.

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AD 1868	Altered	A house stone dated 1868 suggests than a renovation and/or addition was made to the Prather/Hassett House by Jonathan D. Prather, who bought the house in 1846.
AD 1870	Built	Lock 48, built over an active sinkhole, is rebuilt.
AD 1870 - 1875	Maintained	By 1870, the C& O Canal Company pays off a good percentage of its debt and, has five years of unprecedented profits.
AD 1870 - 1889	Maintained	Golden Era` of the C& O Canal. The canal prism, towpath, locks, weirs and bypass flumes are regularly maintained, and the towpath is planted with grass.
AD 1871	Maintained	The canal delivers its largest cargo load of 969,000 tons.
AD 1871 - 1872	Land Transfer	Thomas J. Hassett and Lewis Fernsner make an agreement for Fernsner to purchase the property and six-room dwelling (Fernsner House) that Thomas J. Hassett received in a 99-year lease from the C& O Canal Company in 1863. This property is located next to the plot conveyed to Fernsner by John G. Stone in 1860. Lewis Fernsner is living in this house in 1872, when it is destroyed by fire and quickly rebuilt.
AD 1872	Established	The Western Maryland railroad was opened to Hagerstown on August 3rd.
AD 1875	Land Transfer	On property next to Lock 48, the C& O Canal Company enters an agreement with James Flynn to build a store, which cannot interfere with Canal operations. The Canal Company leases this property to him beginning on June 1.
AD 1876	Land Transfer	In June, the general merchandise and feed store next to Lock 48 was sold by James Flynn to Joseph M. Smith and William Smith under the name "Smith and Brother."
AD 1877	Eroded	A disastrous flood occurs; the worst in the 150 years of the region's recorded history, it leaves the canal in near total wreckage.

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AD 1878	Established	A post office is reestablished at Four Locks with Edward Smith, Joseph Edward Smith, Allen Brewer, and Edward Brewer serving as postmasters consecutively until 1882.
AD 1882 - 1903	Maintained	Alex Flory serves as the Four Locks postmaster from 1882-1885, and his second wife, Mary A. Flory serves as postmaster from 1885-1903. The post office may have been located adjacent to the Flory House and attached to a small store. The August 10, 1883 date engraved in a stone on the north side of the house may be related to this service. The Four Locks post office dissolves permanently in 1903 and moves to Big Spring.
AD 1883 - 1888	Maintained	Thomas Mouse is the Four Locks lockkeeper.
AD 1884 - 1894	Land Transfer	On January 1, 1884, the C& O Canal Company leases the ground with the Flynn store to J. Edward ending January 1, 1894.
AD 1886	Exploited	Miners go on strike in March slowing canal business.
	Destroyed	Three spring freshets causes much damage to the canal.
AD 1887 - 1903	Established	The Four Locks Post Office re-establishes on April 18, 1878 until it is dissolves permanently on March 31, 1903 and moves to Big Spring.
AD 1888		William T. Hassett, administrator for his father, Thomas J. Hassett, sells property [Fernsner House] to Lewis Fernsner as agreed upon by Thomas and Lewis previously in 1871.
AD 1888 - 1889	Maintained	James W. Turner serves as the Four Locks lockkeeper.
AD 1889	Destroyed	The same rains that cause the 'Johnstown Flood' cause extensive damage to the entire canal and bankrupts the C& O Canal Company, sending it into receivership.
	Land Transfer	The Baltimore & Ohio Railroad takes over the C& O Canal Company through control of stock. As long as the B& O keeps the canal profitable, they prevent the sale of the route thereby blocking competitor railroads.

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AD 1889 - 1924	Maintained	Four generations of Taylors live in Lockhouse 49 with Sam Taylor serving as the Four Locks lockkeeper during this period.
AD 1890 - 1924	Maintained	Unusual flood-free period.
AD 1890 - 1934	Maintained	Samuel Fernsner, son of Lewis, and his sister Lela's husband Jacob `Jake` Snyder operate a general store, warehouse, and hay shed at Lock 48. The store was previously known as the Smith and Brother Store.
AD 1891	Restored	B& O Railroad repairs the damage caused by the Johnstown Flood and reopens the canal.
AD 1895	Established	The total number of students on the rolls of Four Locks School is 45. The teacher this year is Kieffer Hoover.
AD 1895 - 1905	Built	The Hart House is built on the Prather/Hassett Farm Property, across the road from the Prather/Hassett House.
AD 1899 - 1903	Maintained	Four Locks School included eight grades with one teacher and courses in spelling, language, physiology, geography, morals, writing, arithmetic, nature study, and reading. Register student family names include: Kuhn, Brewer, Fernsner, Angle, Mouse, Mosier, Myers, Hart, Snyder, Taylor, Hassett, Shaw, Bell, Johnson, Shank, Charles, and Forsyth.
AD 1900 - 1910	Built	The Myer House, Garage and Root Cellar are built across the canal from Lock 50.
AD 1900 - 1924	Established	Through informal agreements, other people assist the official lockkeeper in tending the four locks.
AD 1902	Established	The B& O's Chesapeake and Ohio Transportation Company ends the era of independent boat owners by forming the Canal Towage Company with company-owned boats and schedules.

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AD 1905	Land Transfer	Ann Catherine Prather dies 27 years after husband Jonathan's 1878 death. Thomas and Margaret "Miss Kate" Hassett purchase this [Prather/Hassett Farm] tract from Jonathan Perry and Frank Mish who are administrators for the estate of Jonathan Prather. Thomas Hassett is the grandson of Thomas J. Hassett and the son of William T. Hassett
AD 1906	Built	The Western Maryland Railroad reaches Cumberland.
	Land Transfer	Washington County Board of School Commissioners acquire the title to the Four Locks school property, although it is clear that they operated School #8 on the site for at least 15 years prior to the purchase of the land.
AD 1907	Land Transfer	Following Thomas J. Hassett's 1866 death, his widow and children live in the home [Stone/Hassett/Baker House] until 1907 at which time, William T. Hassett sells two parcels of the land to John C. Hassett (another one of Thomas' sons): a 0.28-acre tract near Lock 50 [Section House], and a 4.5-acre tract [Stone/Hassett/Baker House].
AD 1910	Maintained	Henry Myers [Myers House] is listed as a lock tender.
AD 1911	Maintained	September 28, Samuel Fernsner writes in a letter to Lewis Stanhope, "Flynn's still have the two lower locks of the four. Samuel Taylor has the lock where your people had and Henry Myers' widow had the upper lock."
AD 1921	Land Transfer	Following John C. Hassett's 1917 death, Louis Meyers buys the property [Stone/Hassett/Baker House] in 1921 from William T. Hassett, the administrator for the estate. Meyers used it as a part-time cottage and as a rental.
	Land Transfer	In 1921, William T. Hassett sells the house at Lock 50 [Section House] to Hugh L. Bond, Jr., Herbert R. Preston, and George A. Colston, surviving trustees of the C&O Canal Company for \$400.
AD 1924	Destroyed	Major flood of the entire canal, with the worst damage below Harper's Ferry.

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	Abandoned	Following a devastating flood, the C& O Canal is abandoned except for the 22 miles from Seneca to Georgetown.
	Abandoned	The B& O Railroad, owner of the canal, stops repairing the canal, effectively closing it down.
AD 1928	Land Transfer	Mrs. Mary A. Flory dies 15 years after her husband Alex Flory's 1913 death. Mrs. Flory leaves the Flory House to her nieces, Lida, Libbie, and Mabel Hassett (sister of Thomas Hassett, owner of the Prather/Hassett Farm).
AD 1934	Inhabited	Samuel Fernsner is gored to death by a bull sheep owned by Thomas Hassett. He lived in the Fernsner house until his death.
AD 1935 - 1960	Maintained	George Bowers lives in the House at Lock 50 according to an agreement with the C& O Canal Company. In 1939, the NPS issues Bowers a special use permit to live in the house at a cost of \$12 per year. Bowers uses the watchshanty at Lock 50 as chicken house following the canal's closure in 1924.
AD 1936	Destroyed	Major flood devastates the Canal.
	Destroyed	The 1936 Flood completely destroys the Flynn house and it is never rebuilt.
	Abandoned	Flood forces the Snyder Fernsner Store over Lock 48 to close. It is the last commercial business in Four Locks.
AD 1937	Land Transfer	The administrator for Lewis Fernsner, who died in 1905, sells the two parcels of property to David Ankeney in 1937. One of Lewis' sons, Samuel, had lived in the Fernsner House until his death in 1934. Ankeney rents the house to Albert Hart.
AD 1938	Land Transfer	The Federal Government purchases the C& O Canal (5,257 acres). The National Park Service becomes the managing agency with the lower 23 miles of the canal administered as part of the National Capital Parks system.

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AD 1938 - 1940	Restored	Civilian Conservation Corps (CCC) begins restoration of the canal and lock system from Georgetown to Lock 23 (Violette's Lock).
AD 1939	Established	Canal is dedicated as a public park.
AD 1942	Destroyed	Much of the reconstruction work done by the CCC is undone by a flood.
AD 1943	Abandoned	Four Locks School closes and becomes a private residence.
AD 1946 - 1951	Land Transfer	In 1946, Louis and Mary Meyers grant 4.5 acres and house under a 99-year lease to their daughter Gladys Baker. A later deed in 1951 grants ownership of the Stone/Hassett/Baker House to both Clarence and Gladys Baker.
AD 1947	Land Transfer	The Flory House remains in the Hassett family until 1947 when Thomas Hassett's widow (Mary Flory's sister-in-law) sells it to Vernon and Mary Anders.
AD 1948 - 1950	Planned	Pursuant to Public Law 618, 80th Congress, a reconnaissance study to determine the advisability of constructing a parkway along the route of the Chesapeake and Ohio Canal is initiated. The report on the joint survey and study by the Bureau of Public Roads and the National Park Service is completed in 1950. Parkway plans include Four Locks with the towpath serving as the road bed.
AD 1950 - 1960	Established	The NPS installs several primitive campgrounds along the canal including the North Mountain Campground at Mile 109.60
AD 1953	Land Transfer	Public Law 184, C& O Right -of Way Act.
AD 1954	Planned	The Washington Post endorses a plan to turn the canal into a parkway modeled after Skyline Drive.
	Conserved	In response to the parkway plans, Supreme Court Justice William O. Douglas invites the Washington Post editors to join him and other interested groups on a walking tour of the towpath to call public attention to the C & O Canal conservation movement.

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AD 1956 - 1962	Land Transfer	Henry and Hazel Starliper acquire what would become Tract 78. They then develop the property into a subdivision for mobile homes with close to 80 lots available for purchase. Prather's Neck became a popular recreational community at this time.
	Built	Starliper Road and Hart Lane are built in the Starliper development.
AD 1957	Land Transfer	Charles and Margaret Lewis acquire the Flory House from Mary Anders.
AD 1960	Destroyed	The House at Lock 50 [Section House] burns down.
AD 1960 - 1965	Built	The park develops the hiker-biker campground system and installs the Four Locks boat ramp.
AD 1961	Land Transfer	Mrs. Ankeney sells the Fernsner property to Clarence Baker, who keeps it a short time until he sells it to the National Park Service.
	Established	President Dwight D. Eisenhower proclaims the portion of the canal from near Seneca to Cumberland as a National Monument, thus giving the entire canal official status as part of the National Park System. The lower section had received earlier attention with the Civilian Conservation Corps (CCC) reconstruction efforts.
AD 1961 - 1964	Land Transfer	The NPS acquires the Fernsner property.
	Destroyed	The Fernsner House is removed by the National Park Service because of advanced deterioration. Only the foundation remains.
AD 1964	Stabilized	The park installs wood cribbing in Lock 48 to prevent the structure from collapsing inward.
AD 1969	Built	The park adds a drive-in campground and boat ramp at McCoy's Ferry.
AD 1970 - 1974		The NPS fills in Lock 48, built over an active sinkhole, to prevent it from collapsing.

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AD 1970 - 1980	Demolished	The Myers House and Garage are removed by the NPS. Only the foundations and Root Cellar remain.
AD 1971	Conserved	Chesapeake and Ohio Canal National Historical Park is established by a law signed by President Nixon on January 8 (Public Law 91-1512, to accompany H.R. 19342). The park boundaries expand to encompass 20,239 acres.
	Abandoned	Fonrose Taylor Jr., one of the last living residents and the grandson of Samuel Taylor the last lockkeeper of Four Locks, moves out of Lockhouse 49.
AD 1972	Eroded	Major flooding caused by Hurricane Agnes results in numerous towpath breaks along the canal.
AD 1973	Land Transfer	The National Park Service purchases the Prather/Hassett property known as tract 76-111.
	Land Transfer	The National Park Service purchases the Flory property known as tract 76-105 from Charles and Margaret Lewis in 1973.
	Land Transfer	NPS purchases property from the Sites, located above the Boat Ramp area. This was area was owned by Samuel Prather in 1859.
	Land Transfer	The acreage that became Tract 76-110 was purchased, from many different owners, by the National Park Service in 1973. It consisted of land that was part of the former Prather/Hassett Farm. In 1962, the Starlipers had portions of this area subdivided and platted in order to develop two subdivisions, 'The Berme' and 'Little Cliffs'. Four lots of 'The Berme' were sold, but no improvements were made. The lots that made up 'Little Cliffs' were never sold.
AD 1973 - 1974	Land Transfer	Between 1973 and 1974, the National Park Service purchased about 19 acres from Bernhard G. Charles and his various leasees. This acreage became Tracts 76-102 and 76-103 and was owned by Samuel Prather in the 19th century.
AD 1974	Reconstructed	The Four Locks mule barn, the last one on the canal, partially collapses, and the park disassembles it and reconstructs it with new and reused beams and boards.

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	Land Transfer	The National Park Service purchases the Costlow/Tice property and it becomes Tract 76-100, about consists of about 167.12 acres, south of the WMRR, and Tract 76-132, 44.83 acres north of the tracks. A right-of-way connects the two.
AD 1975	Land Transfer	The National Park Service purchases 2.89 acres from Guy S. Kidwell Tract (Tract 76-101). The only building left on the property is the frame shed [LCS 49927]. The cellar hole and foundation from the main house, which burned down in the 1970s are also there. It is unknown when the other structures were removed.
AD 1976	Land Transfer	The National Park Service purchases the Stone/Hassett/Baker House and other improvements from the Gladys and Clarence Baker, and it becomes tract 76-133.
AD 1985	Demolished	Concrete-block silo is removed at the Costlow/Tice Farm. The Costlow Cottage was removed sometime after 1975.
	Eroded	Flooding caused by Hurricane Juan causes much damage to the canal.
AD 1989	Demolished	The Hart House is demolished by the NPS.
AD 1996	Eroded	Two floods, the first caused by snowmelt and heavy rains and the second caused by Hurricane Fran, damage the canal.
AD 2000	Land Transfer	Purchased by the National Park Service and now known as Tract 77-107, this area located on the `neck` was owned by Samuel Prather in 1844 and then Denton Jacques by 1859.
	Land Transfer	Purchased by the National Park Service and now know as Tract 77-108, this area, located on the `neck` was owned by Samuel Prather in 1844 and then Denton Jacques by 1859. An 18th or 19th-century road trace that once led to New Kirk Ferry is located on this tract as are a two-story log house and modern outbuildings. Further research is needed to determine when the house was built.

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	Land Transfer	Purchased by the National Park Service 12/2002. Earlier in the year the Federal Boundary of the park had been expanded to include this property [known by the name of the last tenants, Mellot), which is located along the eastern side of Four Locks Rd at the intersection of Hassett Road.
AD 2007	Expanded	The opening of the final link of the Allegheny Highlands Trail along the route of the former Western Maryland Railroad connects Pittsburgh, PA with Washington, DC via Cumberland, MD. 250,000 more visitors are expected to use the towpath per year.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

This section provides an evaluation of the physical integrity of the cultural landscape of Four Locks, a component landscape of the Chesapeake & Ohio Canal, by comparing landscape characteristics and features during the period of significance (1828 - 1924) with the current condition. Landscape characteristics are the tangible and intangible aspects of a landscape that allow visitors to understand its cultural value. Collectively, they express the historic character and integrity of a landscape. Landscape characteristics give a property cultural importance and uniqueness. Each characteristic or feature is classified as contributing or non-contributing to the site's overall historic significance.

Landscape characteristics comprise landscape features. Landscape features are classified as contributing if they were present during the property's period of significance. Non-contributing features (those that were not present during the historical period) may be considered "compatible" when they fit within the physical context of the historic period and attempt to match the character of contributing elements in a way that is sensitive to the construction techniques, organizational methods, or design strategies of the historic period. Incompatible features are those that are not harmonious with the quality of the cultural landscape and, through their existence, can lessen the historic character of a property. For those features that are listed as undetermined, further primary research, which is outside the scope of this CLI, is necessary to determine the feature's origination date. Landscape characteristics and features, individually and as a whole, express the integrity and historic character of the landscape and contribute to the property's historic significance.

This section also includes an evaluation of the property's integrity in accordance with National Register criteria. Historic integrity, as defined by the National Register, is the authenticity of a property's identity, evidenced by the survival of physical characteristics that existed during the site's historic period. The National Register recognizes seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Several or all of these aspects must be present for a site to retain historic integrity. To be listed on the National Register a property, must not only be shown to have significance under one of the four criteria, but also retain integrity.

LANDSCAPE CHARACTERISTICS AND FEATURES

Contributing landscape characteristics identified for Four Locks are natural systems and features, spatial organization, topography, views and vistas, circulation, vegetation, buildings and structures, constructed water features, small scale features and archaeology.

The natural systems and features of the Four Locks cultural landscape remain relatively unchanged since the period of significance. The Potomac River and its flood cycle, the area's rich alluvial soil, intermittent streams and wildlife all continue to influence the project area.

The spatial organization closely resembles the layout from the period of significance. The Four Locks cultural landscape is still organized in a linear fashion, oriented to the canal. While there has been some loss of the internal divisions on the individual properties, the landscape mostly adheres to its

historic configuration.

The historic topography of the project area is intact. There have been no significant changes to the predominantly level flood plain of Four Locks and the few high points also remain.

The land use of the Four Locks cultural landscape has changed since the period of significance. The agricultural and commercial use that was predominant in the historic period has given way to one that is almost wholly recreational. Small areas of crop land are all that remain.

The views and vistas at Four Locks have been altered by the increase in vegetation, specifically successional forest. The views and vistas in the period of significance would have been much more open, looking out over the river, up and down the canal and across the open areas of crop land.

The property retains the majority of historic circulation patterns. There has been some loss of the internal circulation patterns on the individual properties. A part of the Berm Road and the entire New Kirk Ferry Road have gone out of use, but both remain as discernible traces. Also, the road that led to and through Culvert 140 (Mile 109.90) is no longer in use. Another impact involves new (post period of significance) circulation features. These include Starliper Road, Hart Lane, the parking lot and the boat ramp.

The types of vegetation found during the period of significance within the Four Locks cultural landscape are still largely present today, but the mix of types has changed dramatically. The area was once dominated by farm crops, but is now about 90% successional forest. Also, many historically appropriate specimen shrubs and shade trees remain within the landscapes of the individual historic properties.

All the constructed water features from the period of significance remain. These include the locks, bypass flumes, prism, culverts, boat basin and wastew weir, constructed by the Canal Company and a dry-dock, constructed and operated by a local entrepreneur. While the prism is no longer watered and therefore the various structures are no longer functional, they retain their integrity of workmanship and location.

Many buildings and structures from the period of significance are found within the project area. They include the lockhouse and watch shed, historic dwellings, barns and other farm outbuildings, and ruins.

The archaeological features of Four Locks need further investigation, but significant historic archaeological sites are to be found within the project area.

The small scale features of the Four Locks cultural landscape have been substantially modified over time and have very limited integrity. Most are gone. The only features that remain from the period of significance are stone retaining walls and possibly some fence remnants.

THE SEVEN ASPECTS OF INTEGRITY

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1. Location is the place where the historic property was constructed. Four Locks occupies its historic location along the Potomac River through Prather's Neck. The community is centered on the Chesapeake & Ohio Canal and bordered to the north by the Western Maryland Railroad (WMRR) and to the south by the Potomac River, which meanders around the peninsula known as Prather's Neck. The cultural landscape retains its historical integrity of the location for the entire period of significance (1828 – 1924).

2. Design is the combination of elements that create the form, plan, space, structure and style of a cultural landscape or historic property. Many of the significant structures on the property are extant and their arrangement within the Four Locks cultural landscape has not changed. This original configuration, along with the area's structural authenticity, affords a high level of integrity. The same is also true of the circulation in the project area.

3. Setting is the physical environment of a cultural landscape or historic property. The setting at Four Locks, with its linear nature, and orientation to the canal, remains. There have been changes, especially the decrease of open crop land and the lack of water in the canal. Despite these changes, the property's cultural landscape retains integrity of setting for the period of significance.

4. Materials are the physical elements of a particular period, including construction materials, paving, plants and other landscape features. The integrity of the materials at Four Locks is high. Most of the extant buildings, structures and small scale features are composed of their original materials. There is less integrity in the plant and paving materials.

5. Workmanship includes the physical evidence of the craft of a particular period. The buildings, structures and constructed water features all show evidence of the workmanship of the period of significance. Above all, the fact that most of the significant Canal-era structures are still standing is a testament to the integrity of the workmanship.

6. Feeling is the property's expression of the aesthetic or historic sense of a particular period. Four Locks continues to evoke the feeling of a canal community, albeit one in ruin. The presence many of the canal company structures (the locks, lockhouse, towpath and prism) standing side-by-side with other community buildings (Four Locks School, the Prather/Hassett House, the Mule Barn) especially contribute to the integrity of feeling.

7. Association is the direct link between an important historic event or person and a historic property. The C&O Canal was one of the most impressive engineering feats of the nineteenth century. Building a shipping route that would connect the eastern seaboard to the trans-Allegheny west was a venture begun by George Washington in the late eighteenth century. Colonel Thomas Prather, a prominent landowner, in and around Prather's Neck, was the Treasurer of the company put together by Washington and other investors. While Washington's Potomac Company, and the skirting canal it built on the Virginia side of the river, ultimately failed, the C&O Canal Company acquired the rights of that company and set out to build that connection. With stockholders that included the Federal

Government, Maryland, Virginia, the cities of Washington, Alexandria and Georgetown, and many prominent private investors, the building of the canal began in 1828. President John Quincy Adams turned the first spade full of earth at Little Falls, Maryland. Although the canal met with many difficulties, took 22 years complete and never did reach all the way to the Ohio River Valley, it was an amazing accomplishment.

CONCLUSION

This CLI finds that the Four Locks cultural landscape retains integrity for its period of significance, 1828-1924, with all seven aspects of integrity represented. While there have been some changes to the landscape, especially in the vegetation, and the loss of some features, the overall integrity of Four Locks is high.

Aspects of Integrity:	Location
	Design
	Setting
	Materials
	Workmanship
	Feeling
	Association

Landscape Characteristic:

Constructed Water Features

The Four Locks cultural landscape contains numerous constructed water features, all associated with the C&O Canal. These features include the canal prism, a dry-dock, locks, bypass flumes, a wasteweir, culverts, and a boat basin.

Currently, the canal through the Four Locks cultural landscape is not watered and the locks, bypass flumes, boat basin, dry-dock and wasteweir no longer function as they did historically. The culverts remain in operation, although Culvert 140 (Mile 109.90) does not carry modern vehicular traffic. However, all the constructed water features remain in their original locations. The locks no longer have their wooden gates and or other wood components, but there is iron hardware, mostly located on top of the end coping stones, on many of them. Generally the stonework of the canal structures at Four Locks is intact.

The constructed water features of the project area retain their integrity and contribute greatly to the significance of the landscape.

A comparison of historic and current conditions for each individual constructed water feature follows. Most of the information in historic condition is from the 1979 National Register Nomination and the List of Classified Structures.

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Canal Prism Miles 108-110

Historic Condition

The portion of the prism in the Four Locks area was constructed from 1833 – 1839. The prism in the project area was built to carry water to a depth of 6 feet, and was 50 feet wide at the top level and 32 feet wide at the bottom. The sides were on a slope of 1 inch vertical to 1.5 inch horizontal. The sloping sides were to rise 2 feet above water level, and the entire prism bed was waterproofed with a clay liner. Much of the canal prism had earthen sides and bottom, but dry wall stone sides were used on curves, areas subject to floods, places where unusual strain was likely to be exerted on the canal walls, and in a few restricted locations where the canal was blasted out of natural rocks. There is approximately 1.5 miles of prism located in the project area. (NR Nomination, 1979:91)

Current Condition

The prism is no longer watered and has silted in. It is no longer as wide or as deep as when it was built, but it remains clear in the landscape.

Boat Basin at Mile 108.49

Historic Condition

The boat basin at mile 108.49, at the eastern edge of the project area, was shaped from the natural topography of the berm side of the canal allowing for a substantial widening of the prism. This provided space for a maneuvering area for barges and a docking area for loading and unloading of goods. The site for this basin may have been influenced by the existence of an intermittent stream which reaches the canal at this point and is not culverted. This same stream forms the eastern boundary of the Four Locks project area.

There is a house located just to the east of the Boat Basin and outside the historic boundary of the Prather tract. During the historic period, this property, now known as the Rohrer tract, was owned by Joseph Charles. The intermittent stream, which forms the eastern edge of the Four Locks cultural landscape, was the western edge of his land. He operated a mill further east near Mile 108.10.

Current Condition

Currently, the boat basin is filled with silt and vegetation and holds no water. The outline of the basin can still be noted, especially in the winter.

Lock 47

Historic Condition

Lock 47, built between 1836 and 1837, and was constructed of gray limestone, extracted from Prather's Quarry one mile to the south on the Neck (High 2000:202-206). The lock was about 14 feet, 9 inches wide and 101 feet long. It had a lift of 8 feet, 3 inches. The components of the lock consisted of: a balance beam that opened or closed the main gate; the sluice gate and its control which permitted water to flow slowly into or out of a lock so a boat could be raised or lowered to the level of the water outside the exit gate; and the miter sill against which the

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gate was locked and sealed. Other structural components of the lock were constructed of oak timber and the hardware was made of iron.

Current Condition

There has been some movement of the wall of Lock 47, but the stonework remains intact. Some hardware remains in place, but there are no gates.

Bypass Flume-Lock 47

Historic Condition

The bypass flume at Lock 47, constructed at the same time as the lock, began in the upper berm side wingwall and ran parallel to lock as an earthen ditch, about 12' wide, with dry-laid brown shale side walls. The lower berm wingwall was notched by two courses of stone for an almost 13-foot wide-outlet for water.

Current Condition

The bypass flume at Lock 47 is heavily silted in and little remains of the stone side walls. The notched exit in the lower berm wingwall remains.

Dry-Dock at Lock 47

Historic Condition

The dry-dock at Lock 47 was constructed about 1852 by Thomas J. Hassett (Mastrangelo 1987:10). It was used to repair canal boats. Located on the berm side of the bypass flume, the dry-dock ran parallel to both the lock and the flume. It had battered dry-laid stone sidewalls, with stop-plank slots at the lower end. The width of the dock at the top was 26 feet and 21 feet at the bottom. It was 103 feet long with an upper wall of a roughly-coursed limestone.

Current Condition

The dry-dock is now little more than a wide ditch. Little evidence of the side walls exist and it is filled with vegetation and silted in. There remains some stonework at the lower end.

Lock 48

Historic Condition

The M. Byrne Company constructed Lock 48 of gray limestone between 1836 and 1838. It had a lift of 8 feet, 3 inches and was approximately 15 feet, 4 inches wide and 103 feet long. The lock possessed the standard components as described in the Lock 47 section. The structural components were of oak timbers and the hardware was made of iron. There is a distance of 206 feet from the top upper wing walls of Lock 47 to the lower end of the wingwalls of Lock 48. The lock was built over an active sinkhole, causing it to be rebuilt in 1870. Sometime after 1900, a six inch concrete topping was added to the towpath wall.

Current Condition

In 1975 and again in 1994, the NPS filled in Lock 48 with earth to within a foot of the coping stones, to prevent its collapse (Mastrangelo 1987: 4). Some of the exposed stone and concrete

coping is damaged.

Bypass Flume-Lock 48

Historic Condition

The bypass flume associated with Lock 48 was constructed at the same period as the lock, 1836 - 1838. It is similar to the flume at Lock 47- i.e. a shallow ditch approximately 12 feet wide with walls made of cut, dry laid, large stones. The flume is located on the upper berm side of the lock's wingwall and runs 6 feet parallel to the lock, with its near edge about 10 feet from the berm side of the lock wall, to become the towpath side wall for water passage. The bottom of the berm wall is notched for a 12-foot length as an outlet.

Current Condition

The bypass flume at Lock 48 is heavily silted in and little remains of the stone side walls. The stonework of the exit in the lower berm wingwall needs repairs.

Culvert 139

Historic Condition

Culvert 139, built in 1839, was constructed of rough-faced limestone. The culvert has a 12-foot wide opening with 6 foot vertical rise to the arch spring. The arch has a 4 foot rise. The run of the culvert is nearly 113 feet. The headwall rises six feet above the arch on both sides. The face wall extends 3 to 4 feet beyond each side of the opening and spreads out 14 feet at a sixty degree angle as wingwalls. These are stepped in equal increments at a height of 8 feet.

While Culvert 139 also carried a small, intermittent and unnamed stream under the canal, it was built primarily as a road culvert to allow access to Prather's Neck. According to the HAER report, Culvert 139 "demonstrates the history of canal land acquisition because the existence of flood plains along the river forced the canal placement further away from the river in some places. The arable land at these locations became locked in between the canal and the river, creating the need for vehicular culverts.

Current Condition

Culvert 139 retains its original function as a vehicular culvert and is in excellent condition.

Lock 49

Historic Condition

The construction of Lock 49 began in February 1837 and ended in June 1838 (Mastrangelo: 1987: 3). As with the other locks in the project area, the materials of Lock 49 were blue-grey limestone, oak timbers and iron for the hardware. Not very long after this lock was built, the original wood and natural bedrock foundation deteriorated and was replaced by a small stone pier built under the stone wall. Lock 49 had a lift of 8.25 feet, was 15 feet wide and approximately 101 feet long.

Current Condition

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The stonework of Lock 49 remains largely intact. The lower end of the lock is crossed by a pedestrian bridge and has a wayside built by the National Park Service.

Bypass Flume-Lock 49

Historic Condition

The bypass flume at Lock 49 was constructed in 1836. The entrance to the flume, similar to Lock 47 and Lock 48, is the 6-foot return of the upper berm side wingwall. The 12-foot wide shallow ditch of the flume is edged with large stones. The flume emerged in a notched section of the lower berm wingwall. There was a board plank over the downstream end of the flume that allowed one to walk over the closed lock gates (Mastrangelo 1987:11 and historic photos).

Current Condition

The bypass flume at Lock 49 is heavily silted in and remains of the side stone walls appear intermittently. The exit in lower berm wingwall is intact.

Lock 50

Historic Condition

Lock 50, the last of the Four Locks, was constructed in 1838 with the same materials as the other three locks: blue-grey limestone, oak timber and iron. It had a lift of 8.25 feet and was approximately 101 feet long and 14.50 feet wide.

Current Condition

The walls of Lock 50 have tilted significantly because the oak timber foundation has rotted, but the stonework is generally intact.

Bypass Flume-Lock 50

Historic Condition

The by-pass flume located at Lock 50 was constructed in 1838. The original stone-walled flume was replaced around 1900 with a concrete ditch about 4 feet wide with 2 feet high walls. The flume exited through a 4 by 6 foot notch in the lower berm wingwall.

Current Condition

The bypass flume at Lock 50 is largely intact and the concrete side walls need little repair. The notched exit in the lower berm wingwall is also intact, but a drop-gate that was located at the upper end of the flume is gone.

Wasteweir 18

Historic Condition

Wasteweir 18, located about one half mile above Lock 50, was built circa 1839. It was about 12 feet square with 3 openings on the river side end. The towpath retaining/wingwalls are nearly vertical and made up of very large stones, some 2 feet by 4 feet. The structure was altered c.1900 when the wickets were replaced and the top of the weir, which was originally wood, was replaced with a concrete slab. The interior of the weir was also rebuilt at this time

with concrete replacing stone.

This weir is unique in that it has an elaborate stone drain-way leading away from the weir on the river side. This drain-way does not follow the natural slope, indicating that this weir, along with draining excess water from the canal, may have been used for water power after the 1870s (Hahn 1999).

Current Condition

Wastewier 18 is supported by wooden scaffolding installed by the NPS, but the stonework is largely intact. Two metal wicket gates remain in place.

Culvert 140

Historic Condition

Culvert 140, built circa 1840, was constructed of regularly-coursed limestone. It had a 10 foot wide opening and a 5 foot vertical wall above the arch spring. The arch had a 5 foot radius. The headwall continued about 7 feet up to the top of the coping stone from the top of the arch. Both faces had wingwalls on each side, coming out at a 45° angle and stepped down for the coping level.

Like Culvert 139, Culvert 140 carried a small, intermittent stream under the canal; it was built primarily as a road culvert to allow access to lands located between the canal and the river. This land was not then owned by the canal company.

Current Condition

Culvert 140 is largely intact, but no longer provides vehicular access to the river side of the canal. The berm side (inlet) face is in good condition, but the outlet face wingwalls need repair. Many stones in the upper wingwall are loose and the lower wingwall has begun to collapse.

Character-defining Features:

Feature:	Boat Basin at Lock 47
Feature Identification Number:	130829
Type of Feature Contribution:	Contributing
IDLCS Number:	45770
LCS Structure Name:	Boat Basin
LCS Structure Number:	108.49
Feature:	Bypass Flume at Lock 47
Feature Identification Number:	130831
Type of Feature Contribution:	Contributing
IDLCS Number:	11715

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LCS Structure Name: Bypass Flume - Lock #47

LCS Structure Number: 108.64

Feature: Bypass Flume at Lock 48

Feature Identification Number: 130833

Type of Feature Contribution: Contributing

IDLCS Number: 11718

LCS Structure Name: Bypass Flume - Lock #48

LCS Structure Number: 108.70

Feature: Bypass Flume at Lock 49

Feature Identification Number: 130835

Type of Feature Contribution: Contributing

IDLCS Number: 11722

LCS Structure Name: Bypass Flume - Lock #49

LCS Structure Number: 108.82

Feature: Bypass Flume at Lock 50

Feature Identification Number: 130837

Type of Feature Contribution: Contributing

IDLCS Number: 11725

LCS Structure Name: Bypass Flume - Lock #50

LCS Structure Number: 108.87

Feature: Culvert 139

Feature Identification Number: 130839

Type of Feature Contribution: Contributing

IDLCS Number: 11719

LCS Structure Name: Culvert #139

LCS Structure Number: 108.77

Feature: Culvert 140

Feature Identification Number: 130841

Type of Feature Contribution: Contributing

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IDLCS Number: 12772
LCS Structure Name: Culvert #140
LCS Structure Number: 109.90

Landscape Characteristic Graphics:



Left: Lock 47 and Drydock looking west, c.1882



Right: Same view, 2008



Left: Lock 49 looking west, early 20th-century



Right: Same view, 2008

Buildings and Structures

The Four Locks cultural landscape contains many historic buildings and structures, almost all of them associated with the C&O Canal or the community that arose as a result of the building of the canal across Prather's Neck. In addition to the buildings that remain, there are also some that are no longer extant in the landscape, not even as ruins. They include the Snyder and Fernser Store, located over the bypass flume at Lock 48, the Flynn House, the Hart House, the Section House, the Costlow Cottage, and a structure, known only from historic photos, which was located on the towpath side of Lock 49 and may have been a cobbler's shop or the Post Office. Most of the outbuildings associated with the various properties are also gone, as

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are all the watch shanties except the one at Lock 50.

In spite of the loss of some of the Four Locks buildings, the remaining structures are in their original locations, maintain the integrity of their original construction and contribute to the overall integrity of the Four Locks cultural landscape.

Most of the information in historic condition is from the 1979 National Register Nomination, the List of Classified Structures and historic photographs.

Mellot House

Historic Condition

Further research is needed to determine what the Mellot House looked like during the historic period. There appear to have been many changes made to the house over time. According to the Maryland Department of Assessments and Taxation, the house was built in 1850. The last tenant in the house, a Mrs. Mellot, says that the house has been a residence since the 1800s, occupied by canal community families (AmDyne 2002:7). Further research is needed, but this house retains some integrity.

Current Condition

The Mellot house is a small two-story wood frame house that sits on a stone foundation (AmDyne 2002: 3). The house has 896 square feet of floor space. The attached open porch measures 6 feet by 16 feet, and the enclosed porch along the east side of the dwelling measures 7 feet x 20 feet. The exterior of the dwelling is frame construction with T-111 and asbestos shingle siding. There is a gable metal roof with aluminum gutters and downspouts (Bowers Appraisal Service Description 2002). The building is located at the intersection of Hassett and Four Locks Road.

Mellot Garage/Shed

Current Condition

While the exact construction date of this building is unknown, it post-dates the period of significance. This is a wood-frame structure, about 15 feet by 15 feet and has a shed roof and two sliding doors.

Mellot Shed

Current Condition

While the exact construction date of this building is unknown, it postdates the period of significance. This modern wood frame shed sits on a cement-block foundation and is about 14 feet by 20 feet. It is constructed mostly of plywood and has wood frame windows and a gable roof.

Four Locks School

Historic Condition

The Four Locks Schoolhouse was constructed between 1859 and 1877. It was a

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one-and-one-half story, three bay, red-painted brick building with a gable roof and a central chimney. The architecture adheres to the typical form of brick schoolhouses in Washington County during the late nineteenth century. The building was 25 feet wide by 29 feet deep. It had a centered front door, one window on the front and rear elevations and two windows on each side elevation. It also had a wooden stoop on the front elevation at the door.

Current Condition

The school house also had an enclosed porch added across the front end at one time but it has since been removed. It measured 17 feet by 6 feet, 6 inches. A circa 1965 concrete block addition on the north side, also since removed, measured 12 feet, 6 inches by 18 feet, 9 inches.

After the school closed in 1943, it was converted into a residence and then purchased by the National Park Service in 1973. During 1990 – 1996, the school was stabilized and restored to its historic appearance by the NPS and is now used occasionally as an interpretive site. Due to the restoration efforts of the NPS, the building retains a high degree of integrity.

Fernsner House Ruins

Historic Condition

The Fernsner House was located on the berm side of Lock 49, just east of the Lockhouse. Built in 1872, it was a two-story weatherboard structure with a stone foundation. The house had five bays, a gable roof and a brick chimney at the end of each gable. There were also various outbuildings associated with the main house.

Current Condition

The National Park Service demolished the house in 1960. Only ruins of the stone foundation remain. This structure has integrity as a ruin.

Lockhouse 49

Historic Condition

Constructed by Jesse Scoffield between 1837 and 1839, the Lockhouse was a two-story, gabled, brick house over a full basement. The foundation was constructed of grey-blue limestone. Located just below Lock 49 on the berm side of the canal, the overall dimensions of the building are 20 feet by 30 feet, with flush brick chimneys centered on each end. It had a 10-foot long shed-roofed porch centered on the long face of building towards the canal. Simple railed steps led up to the elevated porch and front entrance. Both the front and back elevations had a center door and five windows. The east elevation had one window, located on the lower floor; the west elevation had none. There was a door, a cellar window on the east elevation and two cellar windows on the front elevation. The brick pattern on the front elevation, facing the canal, was alternate rows of headers and stretchers. The interior of the house had a center hallway, with a door on each end, and one room on either side on both floors. The lockhouses at Four Locks and the Paw Paw Tunnel were not built to the same specifications as others on the canal. These two lockhouses had larger dimensions as well as modified floor plans (Unrau 1977:209,214). This was the only designated lockhouse in the Four Locks community, although

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informal agreements were made allowing others living in the area to assist in tending the locks (Mastrangelo 1987:11).

Current Condition

In the late 1970s, the Lockhouse was used as a Ranger station. In the late 1990s, the NPS rehabilitated the house. Currently, the Lockhouse at Lock 49 is not occupied but it is periodically used as classrooms and offices for interpretive purposes. The building retains a high degree of integrity.

Prather/Hassett House

The Prather/Hassett House, built circa 1840, is listed in the National Register as the Weber House. Constructed of local limestone, it was an L-shaped (three bays by five bays), two-story, gabled, building with a partially-exposed stone basement and an entrance porch. The house was located on the berm side of the canal, just east of the Lockhouse. The windows were double-hung with wide wooden lintels, except for the east elevation windows which have segmental arches.

In the mid-or-late 1800s, the house was extensively remodeled and a two-story covered wood porch was added. It had Victorian wood fret-work in brackets and rails. An 1868 keystone on top of the south side of the house may indicate that the house was completed or renovated during the occupancy of Jonathan D. Prather, who acquired the property after 1846 when Samuel Prather died (Mastrangelo 1987:5).

Of further interest are two Mason-Dixon markers which serve as doorsteps for the two entrances on the east side of the house. It is not known when they were installed at the entrances or by whom. Two Englishmen – Charles Mason and Jeremiah Dixon – were hired to settle the boundary dispute between Maryland and Pennsylvania (Mastrangelo 1987: 6).

The first floor of the house was divided into four rooms, two pantries and a hallway. On the second floor were four bedrooms and a bathroom. There was a full basement, with stone foundation walls, a dirt floor, hand hewed logs for floor joists, and a large stone fireplace.

The current house replaced an earlier log house, which is shown, along with a stone barn on the 1828 Geddes and Roberts Canal Survey Map. The barn was demolished when the canal was built. The original log house may have dated to the late 1700s, when this property, part of the patent “Good Luck”, was granted to a James Prather (Mastrangelo 1987:5)

Current Condition

Acquired by the NPS in 1973, the house is now vacant. It retains a high degree of integrity.

Prather/Hassett Shed

Historic Condition

Constructed circa 1840 of the same stone as the main house, this building was 16 feet by 40

feet structure located just east of the house. A one-story stone structure with a gabled roof, dirt floor and a wood frame addition of unknown date, it is not known what the original function of the building was.

Current Condition

The Prather/Hassett Shed maintains the integrity of its original construction, although its exact use and appearance during the historic period are unknown. It is currently roofed with asphalt shingles and functions as a garage.

Prather/Hassett Barn Ruins

Historic Condition

This frame bank barn was constructed between 1900 and 1920, but it may have replaced an earlier barn, built on the same stone foundation. Further research is needed to determine the precise appearance of this building in the historic period. The remaining foundation suggests a typical bank barn of the period.

Current Condition

The barn burned down between 1956 and 1962 and only the stone foundation remains. It is heavily overgrown with vegetation, but still retains a degree of integrity as a ruin.

Prather/Hassett Wagon Shed

Current Condition

Built circa 1940, this frame structure measuring 36 feet by 26 feet with a gravel and dirt floor has a metal roof with two attached corn cribs. It postdates the period of significance and is non-contributing but compatible.

Prather/Hassett Stone Corral

Historic Condition

The history of this structure is unknown.

Current Condition

This structure, located behind the bank barn foundation, consists of a 3-sided stone wall or foundation, 30 feet by 65 feet by 35 feet. The walls range between 5 and 2 feet high. Further research is needed to determine its precise date of construction and function, but it is contributing.

Prather/Hassett Outbuilding Ruin

Historic Condition

The history of this structure is unknown.

Current Condition

This ruin, located at an open corner of the stone corral, is a rectangular stone foundation approximately 12 feet by 15 feet. Further research is needed to determine its precise date of

construction and function, but it is contributing.

The Flory House

Historic Condition

The Flory House was constructed circa 1880. Located across from Lock 49 on the towpath side, the house sits on a hill overlooking the canal. It was a two-story building with wood-siding, a metal gable roof and an exposed stone basement. Its overall dimensions were 24 feet by 30 feet. The house had a wood porch on the front and side elevations. The side porch was uncovered, but there was a roof over the front porch, which was also elevated to accommodate the slope the house was built into. The date "August 10, 1883" is engraved in stone on the north side of the house, but the significance of this date has not been determined (Mastrangelo: 9).

Current Condition

The house is structurally sound but is unoccupied and mothballed. However, there is evidence that animals have been able to access the building and may be causing damage to the interior. The wood siding is covered with deteriorating simulated-brick asphalt siding paper. The porch was removed sometime between 1979 and the late 1990s.

While the Flory house maintains the integrity of its original construction, it should be better stabilized and ideally the porch should be rebuilt. Also, the lack of proper gutters and downspouts is causing drainage problems. This is leading to the development of rot, especially at the corners.

Sites Cabin Concrete Structure

Historic Condition

The precise history of this structure is unknown. It is located adjacent to what was the Sites Cabin (Tract 76-04), next the Flory property. The cabin was built in the 1930s and it is assumed this structure was built then also.

Current Condition

This concrete structure may have been a cistern or other type of storage feature. Probably built in the 1930s, along with the Sites Cabin, it is non-contributing.

Denton, Jacques Warehouse and Store Ruins

Historic Condition

The Denton Jacques Warehouse and Store was used to store goods to be shipped by the canal and goods received on the canal boats. It also functioned as a store, selling supplies to canal workers and boatmen. The wood-framed building was constructed in 1863 and spanned the bypass flume at Lock 49. The building was 80 feet by 60 feet with a gable roof and board-and-batten siding. It had an eave that extended over the canal, several feet beyond the building, and three entrances facing the canal. Concrete was added to the foundation around 1900, probably for stabilization. After Jacques died, the store was purchased by Jonathan D.

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Prather. The warehouse and store was abandoned in 1924 after the canal closed.

Current Condition

The National Park Service removed the structure in 1970 and only part of the stone and concrete foundation remains. The ruins are located on the berm side of the bypass flume and adjacent to Lock 49. They retain integrity as ruins.

Lockkeeper's Shelter

Historic Condition

The Lockkeeper's Shelter or "watchshanty" is located at the upper end of Lock 50 between the lock and the by-pass flume. It was constructed some time between 1880 and 1890 and was used by the lockkeeper in inclement weather. This small building was about 8 feet by 12 feet, 1 story, with a gable roof, a stone foundation and vertical board-and-batten siding. It is the last original watchshanty located along the entire length of the canal. When the canal was in operation, Locks 47, 48 and 49 also had an associated lockkeeper's shelters.

Current Condition

The watchshanty at Lock 50 has been restored by the NPS and retains a high degree of integrity. It is currently mothballed.

W.T. Hassett and Brother Store Ruins

Historic Condition

The W.T. Hassett and Brother Store was constructed about 1865 on the berm side of Lock 50. It consisted of two wood-frame one-story buildings, each with a gable roof. The structures were located next to each other along the by-pass flume with the gable end fronting the canal. There was an eave that extended beyond the walls, slightly over the flume. The store provided the canal boatman with corn, oats, hay and other necessary supplies.

Current Condition

The structures were removed by the National Park Service in the 1970s and only ruins of the stone and concrete foundation remain. This structure has integrity as a ruin.

Myers House Ruins

Historic Condition

The Myers House was a two-story frame building with a gable roof and a front porch located near Lock 50 on the towpath side of the lock. Built circa 1900, it had a stone foundation. Little is known about this house, except what can be gleaned from historic photographs. Further research is needed.

Current Condition

All that remains of the Myers House is a stone wall, which may be part of the foundation. The structure has integrity as a ruin.

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Myers Root Cellar

Historic Condition

The Meyer root cellar was constructed at the same time as the house, circa 1900. It is across from Lock 50 on the towpath side. It was constructed of concrete with fieldstone walls to either side of the side walls. It had no windows, and a door that faced the canal. The historic appearance of this structure is unknown, but it was used by the Myers to store fruit and vegetables (Mastrangelo 1987:8)

Current Condition

The root cellar is empty and its roof is covered with earth and vegetation. It is not known whether this was the case historically. Its door is missing. This structure maintains the integrity of its original construction.

Mule Barn

Historic Condition

The Mule Barn is located about 200 feet from the Lockhouse. This building provided winter quarters (December - March) for the animals that canal boat owners rented or owned. There were stables on the first floor and hay storage upstairs in the loft. It is not clear whether the mule barn was privately owned and operated or run by the canal company.

The two-story wood building was of post-and-beam, mortised-and-tenoned construction, with the second floor cantilevered out 5 feet 9 inches on the west elevation. The gabled roof had a shed continuation out over the cantilevered area. The exterior walls were sheathed in vertical rough-sawn boards of about one inch thickness and widths of 5 to 11 inches. The front (west) elevation had three single doors, under the overhang, at ground level. The side (south) had a centered top-hinged door for loading hay into the loft. The loft had a louvered opening on both sides and one above the door in the gable end. The dimensions of the stone foundation were 24 feet wide by 35 feet long. An exact date of construction is not known, but it was built during the period of significance.

Current Condition

The barn was partly reconstructed and restored by the NPS in 1975. It retains a high degree of integrity.

Stone/Hassett/Baker House

Historic Condition

The Stone/Hassett/Baker House was built between 1840 and 1850 by John G. Stone on land he leased from the canal company. In 1860, Stone conveyed the lease to Thomas J. Hassett, whose family lived on the property until 1921 (Mastrangelo 1987:7).

The building is a 2 ½-story frame house, with an ell. The ell had an addition, which had a dormer window. There are two chimneys; one in the ell and one in the main block. It has a metal roof, asbestos siding, and a covered porch on the south elevation and a 2-story covered

porch on the west elevation. Further research is needed to determine when the ell and the porches were added.

Current Condition

When the house was first built, it is likely that the west elevation, which faces the canal, was the front of the house. The front entrance now appears to be on the east elevation, where there is a small entrance porch over the door.

Louis Meyers purchased the house in 1921, then sold it to their daughter and son-in-law, Gladys and Clarence Baker in 1946. In 1976 the National Park Service purchased the improvements (the house and other outbuildings) on this property as the land was only leased. The house is currently unoccupied. It retains a degree of historic integrity although further research is needed to determine the date of the various additions.

Tice/Costlow Barn

Historic Condition

The Tice/Costlow Barn was built between 1860 and 1880 and is located northwest of the Stone/Hassett House and Lock 50. The property was owned by the Tice family from 1850 until 1898 (Wheelock 2007: 65-6).

The building was a two-and-one-half story wood- framed bank barn with the familiar upper level overhang, a metal gabled roof and a stone foundation that is approximately 80 feet long by 50 feet wide. It had louvered windows and three air vents along the roof ridge.

Current Condition

When the NPS purchased the farm in 1972, along with the bank barn, there were several other structures on the property. They included a cement-block silo, a wagon shed with corn cribs, a storage shed and a residential cottage. Only the barn and wagon shed remain.

The barn is used by the farmer who has an agriculture lease the rest of the property so it continues in its original function. Although there may have been some changes made to the structure over time, it maintains the integrity of its original construction.

Tice/Costlow Wagon Shed/Corn Crib

Historic Condition

The wagon shed/corn crib was constructed between 1860 and 1880. It was a wood structure, 15 feet by 25 feet wide with a metal roof and stone foundation. Further research is needed to determine its precise historic condition.

Current Condition

The wagon shed/corn crib is used for storage by the farmer who has an agricultural lease on the property. It retains a high degree of integrity.

John G. Stone Property House Ruins

Historic Condition

In 1859, John G. Stone purchased a 99-year lease from the canal company that included the property upon which were built the Stone/Hassett House, the Kidwell House and three other dwellings that were rented out to canal workers. The Stone/Hassett/Baker House remains extant, the Kidwell House burned in the 1970s, and other three structures are now ruins. They are listed on the LCS as John G. Stone, Property, Ruins 1, 2 and 3. These three structures were all built around 1859. Beginning in 1860, this property and the houses were leased to various owners over the years, until the late 1950s, when Guy S. Kidwell purchased the leases to all the land where these three ruins now stand (Mastrangelo 1987:13).

Ruin 1 was a 1-story log house with a gable roof and a stone foundation. It was located just off what is now known as the Costlow Road, towards the canal. Further research is needed to determine its precise historic condition.

Ruin 2 was located near the Kidwell House, just a bit closer to the canal. It was a log house with nogging and a stone foundation. Further research is needed to determine its precise historic condition.

Ruin 3 was located further west, up the canal from Ruin 2. It was a one-and-one-half story log house, with a gable roof and a stone foundation. It also had a shed-roofed wood-frame addition and may have had a front porch. Further research is needed to determine its precise historic condition.

Current Condition

Ruin 3 is still standing, with its walls and roof intact, but it is very near collapse. The Ruin 2 still has some walls standing, but the roof has collapsed. Ruin 3 is now only a stone foundation and cellar hole. These three structures have integrity as ruins.

Stone/Kidwell Shed

Historic Condition

Little is known about the historic condition of this small wood-frame shed. It was an outbuilding of the Stone/Kidwell House, which burned in the 1970s. Further research is needed to determine its date of construction, but it is thought to have been built at the same time as the house (mid-19th century).

Current Condition

The Stone/Kidwell Shed is a small 2-story wood-framed building with a gable roof and vertical siding. This building maintains the integrity of its original construction.

New Kirk House

Historic Condition

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The history of this structure is unknown. Further research is needed. A structure is shown in this location on maps of Prather's Neck until at least 1970 (USGS 1971). A house and a ferry (New Kirk Ferry) at this location are shown on a 1877 map. It is not known whether this house was related to the ferry and the name 'New Kirk House' is not necessarily its historic name.

Current Condition

This structure is a two-story log house covered by board and batten siding. It has a galvanized roof and both front and back porches. One side of the building has a lower roof and may indicate an addition to the original construction. There a large chimney on one gable end made of stone and brick. The dimensions of the house are about 25 feet by 12 feet with the long side parallel to the river. The house is in poor condition. The porches have collapsed, the roof is failing and the house is open to the elements. However the building maintains its integrity of construction.

New Kirk Shed

Current Condition

This outbuilding post-dates the period of significance. It is a cement-block structure with a metal gable roof, no windows and one door.

New Kirk Well

Historic Condition

The history of this structure is unknown. Further research is needed.

Current Condition

The well is located just north of the house. It is topped with concrete, creating a square opening. It is filled with water; so making an assessment of interior construction materials difficult.

New Kirk Privy

Current Condition

This is a plywood privy located north of the house, outside the remnant fence line. It postdates the period of significance.

New Kirk Privy Ruins

Historic Condition

The history of this structure is unknown. Further research is needed.

Current Condition

This ruin is located near the standing privy.

New Kirk Stone Ruins

Historic Condition

The history of this structure is unknown. Further research is needed.

Current Condition

This somewhat circular stone ruin may be the remains of a root cellar. It is located north of the house and just east of the Privy.

New Kirk Cabin

Current Condition

This building is located below the New Kirk House at the bottom of the bluff. It is a small, flat-roofed partly plywood structure, probably used as a hunting cabin. It has a galvanized metal roof and is in a state of disrepair.

Foundation Ruins at North Mountain Campground - Mile 109.90

Historic Condition

The history of this structure is unknown. Further research is needed

Current Condition

This ruin is located between the towpath and the river. There is a stone retaining wall leading downstream about 30 to 40 feet from the stone foundation. There are also 3 concrete steps. This may be a commercial site as there is a large earthen ramp leading to the foundation. A map dated 1828 (Geddes and Roberts Canal Survey Map) shows buildings located here belonging to a Mr. Low. It is spelled 'Lowe' in other historical records.

Drenner House Foundation Ruins - Mile 109.60

Historic Condition

The history of this structure is unknown. Further research is needed

Current Condition

These ruins include concrete steps leading from towpath to various stone foundations. The building ruins are square, approximately 2 feet in height and located down slope from the towpath. These ruins are referred to by Hahn in 1999 as related to an old house owned by a man called Snook's. It also may be the Joseph Drennon (Drenner) residence shown on the 1877 Atlas. Property located in this area was leased for a period of 99 years to a Catherine Drenner on June 1, 1865.

Character-defining Features:

Feature:	Canal Worker's Cluster-Kidwell Shed
Feature Identification Number:	130091
Type of Feature Contribution:	Contributing
IDLCS Number:	49927
LCS Structure Name:	Stone, John G, Property, Shed
LCS Structure Number:	109.10D

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Feature: Canal Workers' Cluster-Ruin 1

Feature Identification Number: 130093

Type of Feature Contribution: Contributing

IDLCS Number: 49926

LCS Structure Name: Stone, John G, Property, House No.1 Ruins

LCS Structure Number: 109.10C

Feature: Canal Workers' Cluster-Ruin 2

Feature Identification Number: 130095

Type of Feature Contribution: Contributing

IDLCS Number: 49928

LCS Structure Name: Stone, John G, Property, House No.2 Ruins

LCS Structure Number: 109.10E

Feature: Canal Workers' Cluster-Ruin 3

Feature Identification Number: 130097

Type of Feature Contribution: Contributing

IDLCS Number: 49929

LCS Structure Name: Stone, John G, Property, House No.3 Ruins

LCS Structure Number: 109.10F

Feature: Denton Jacques Warehouse and Store Ruins

Feature Identification Number: 130099

Type of Feature Contribution: Contributing

IDLCS Number: 49922

LCS Structure Name: Denton Jacques Warehouse and Store, Ruins

LCS Structure Number: 108.82A

Feature: Fernsner House Foundation

Feature Identification Number: 130101

Type of Feature Contribution: Contributing

IDLCS Number: 49923

LCS Structure Name: Fernsner, Louis, House, Ruins

LCS Structure Number: 108.86

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Feature: Flory House

Feature Identification Number: 130103

Type of Feature Contribution: Contributing

IDLCS Number: 14134

LCS Structure Name: Flory, Alexander M., House

LCS Structure Number: 108.81

Feature: Foundation Ruins at North Mtn Campground

Feature Identification Number: 130111

Type of Feature Contribution: Contributing

IDLCS Number: 49932

LCS Structure Name: Foundation Ruins, Mile 109.90

LCS Structure Number: 109.90

Feature: Drenner House Foundation Ruins

Feature Identification Number: 130113

Type of Feature Contribution: Contributing

IDLCS Number: 49931

LCS Structure Name: Foundation Ruins-Mile 109.60

LCS Structure Number: 109.60

Feature: Four Locks School

Feature Identification Number: 130117

Type of Feature Contribution: Contributing

IDLCS Number: 14139

LCS Structure Name: Four Locks School

LCS Structure Number: 108.40

Feature: Lockhouse 49

Feature Identification Number: 130119

Type of Feature Contribution: Contributing

IDLCS Number: 11720

LCS Structure Name: Lockhouse at Lock 49

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LCS Structure Number: 108.72

Feature: Lockkeeper's Shelter

Feature Identification Number: 130123

Type of Feature Contribution: Contributing

IDLCS Number: 11726

LCS Structure Name: Lockkeeper's Shelter

LCS Structure Number: 108.88

Feature: Mellot House

Feature Identification Number: 130297

Type of Feature Contribution: Contributing

Feature: Mule Barn

Feature Identification Number: 130695

Type of Feature Contribution: Contributing

IDLCS Number: 45771

LCS Structure Name: Mule Barn - Four Locks

LCS Structure Number: 108.91

Feature: Myers House Foundation

Feature Identification Number: 130697

Type of Feature Contribution: Contributing

IDLCS Number: 49930

LCS Structure Name: Myers, Henry and Ellen, House - Ruins

LCS Structure Number: 108.90

Feature: Myers Root Cellar

Feature Identification Number: 130699

Type of Feature Contribution: Contributing

IDLCS Number: 47826

LCS Structure Name: Myers, Henry and Ellen, Property, Root Cellar

LCS Structure Number: 108.90A

Feature: New Kirk Ferry House

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Feature Identification Number: 130701
Type of Feature Contribution: Contributing
Feature: Prather/Hasset Outbuildings Ruins
Feature Identification Number: 130703
Type of Feature Contribution: Contributing
Feature: Prather/Hasset Stone Corral Ruins
Feature Identification Number: 130705
Type of Feature Contribution: Contributing
Feature: Prather/Hasset Barn Ruins
Feature Identification Number: 130707
Type of Feature Contribution: Contributing
Feature: Prather/Hasset Garage/Shed
Feature Identification Number: 130709
Type of Feature Contribution: Contributing
IDLCS Number: 14236
LCS Structure Name: Prather Property - Garage/Shed
LCS Structure Number: 108.73B
Feature: Prather/Hasset House
Feature Identification Number: 130711
Type of Feature Contribution: Contributing
IDLCS Number: 14135
LCS Structure Name: Prather Property - House
LCS Structure Number: 108.73A
Feature: Stone/Hasset/Baker House
Feature Identification Number: 130713
Type of Feature Contribution: Contributing
IDLCS Number: 14137
LCS Structure Name: Stone, John G., House
LCS Structure Number: 108.95

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Feature: Tice/Costlow Barn
Feature Identification Number: 130715
Type of Feature Contribution: Contributing
IDLCS Number: 14138
LCS Structure Name: Costlow Property - Barn
LCS Structure Number: 109.10A

Feature: Tice/Costlow Wagon Shed
Feature Identification Number: 130717
Type of Feature Contribution: Contributing
IDLCS Number: 45870
LCS Structure Name: Costlow Property - Shed
LCS Structure Number: 109.10B

Feature: W.T. Hassett and Brother Store Ruins
Feature Identification Number: 130719
Type of Feature Contribution: Contributing
IDLCS Number: 49924
LCS Structure Name: W.T. Hassett and Brother Store, Ruins
LCS Structure Number: 108.89A

Feature: Wasteweir 18
Feature Identification Number: 130721
Type of Feature Contribution: Contributing
IDLCS Number: 12771
LCS Structure Name: Wasteweir #18
LCS Structure Number: 109.32

Feature: Prather/Hassett Wagon Shed
Feature Identification Number: 130743
Type of Feature Contribution: Non Contributing

Feature: Mellot Shed
Feature Identification Number: 130745

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Type of Feature Contribution: Non Contributing

Feature: New Kirk Cabin

Feature Identification Number: 130747

Type of Feature Contribution: Contributing

Feature: New Kirk Privy

Feature Identification Number: 130749

Type of Feature Contribution: Non Contributing

Feature: New Kirk, Shed

Feature Identification Number: 130751

Type of Feature Contribution: Non Contributing

Feature: Sites Cabin, Concrete Structure

Feature Identification Number: 130773

Type of Feature Contribution: Non Contributing

Feature: Mellot Garage/Shed

Feature Identification Number: 130775

Type of Feature Contribution: Undetermined

Feature: New Kirk Privy, Ruin

Feature Identification Number: 130777

Type of Feature Contribution: Undetermined

Feature: New Kirk Stone Ruins

Feature Identification Number: 130779

Type of Feature Contribution: Undetermined

Feature: New Kirk Well

Feature Identification Number: 130781

Type of Feature Contribution: Undetermined

Landscape Characteristic Graphics:

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Left: Lockhouse 49 and Fernsner House, c.1959. Right: Lockhouse 49 and site of Fernsner House, 2008.



*Tice/Costlow Barn and Shed
Left: 1972 Right: 2008*



*Canal Workers' Cluster Ruins, 2008:
Right to Left: Ruin 2, Kidwell Shed, Ruin 3*



Flory House:

Left: early 20th-century Right: 2008



Fernsner House

Left: circa 1950 Right: site of house, 2008

Natural Systems and Features

Heading west from Harpers Ferry, the C&O Canal NHP follows the sweeping bends of the Potomac River through the Great Valley to Hancock, Maryland. Four Locks is located within the Great Valley Geophysical Province. The geology of the Great Valley consists primarily of limestone bedrock of Cambrian and Ordovician Age with associated karst topography. Outcrops of shaley limestone are typical of the region (AmDyne 2002: 3).

The park includes several different natural environments. These are primarily flood plain, but in some areas upland and swamp environments occur. The Four Locks area is largely a flood plain environment (Parsons 1976: 6).

The primary natural component and feature of Four Locks is the Potomac River. The river determined the placement of the canal overall, determined how successful a venture it was and in the end, was its downfall. The canal prism is routed through an abandoned Pleistocene channel of a former tributary to the river (Southworth et al, USGS 1999:31, 60).

The soils of the project area are generally well drained and of a deep medium texture of the sort found on high terraces along the Potomac River (Soil Survey of Western MD, General Soil Map, 2001). These soils are alluvial and make excellent farm land.

The flood cycle of the Potomac River had and continues to have a significant impact on the project area. Only the high ground to the north of the canal, which includes the Prather/Hassett House, the Fernsner House and the Lockhouse at Lock 49 was relatively safe from the floodwaters. Since the construction of the canal through the Four Locks area, severe flooding has affected it several times. It took the canal company almost 2 years to repair the damage caused by the 1889 flood. The flood of 1924 sent the canal into receivership and ultimately led to its closure.

Two unnamed streams are located in the project area. One begins less than a half mile northwest of the WMRR and runs south toward the river, crossing under the canal through Culvert 139. The other forms the eastern boundary of the project area. It begins about 1 ½ miles north and slightly west of the WMRR and also runs towards the river. It parallels Hassett Road, beginning at the intersection with MD Route 56 and dividing the Mellot and Rohrer properties (Tracts 76-137 and 76-118). It is not culverted and is noted as a “dry wash” in an Environmental Impact Study completed for the Mellot property (Amdyne: 2002). This second stream may have emptied into the Boat Basin at Mile 108.49. Both of these streams are intermittent.

The variety in both topography and vegetation of the entire park has led to a varied wildlife population. Mammals such as gray and fox squirrel, opossum, and cottontail rabbit are most common, but skunk, raccoon, muskrat, kink, and groundhog are also found. Larger mammals present, include the white-tailed deer and red fox. The park is also a haven for both permanent and migratory bird populations, due to the variety of habitats and the proximity of the eastern flyway. Permanent residents include wild turkey, turkey vulture, hawk, mourning dove, blackbird, woodpecker, robin, cardinal, quail, grouse, jay, wren, chickadee, and titmice. Migratory species include mallard, coot, wood duck, gull, finch, junco, heron, cat bird, and vireo, to name but a few. Equally rich is the park’s population of insects, fish, reptiles and amphibians (Parsons 1976: 6). Many if not most of these creatures can be found within the Four Locks area.

There has been little change to the natural systems of the project area since the end of the period of significance.

Spatial Organization

Historic Condition

Although somewhat influenced by topography and natural systems (i.e. the Potomac River, and the Neck), the primary organizing feature of the Four Locks cultural landscape during the period of significance was the location of the C&O Canal. The spatial organization of the Four Locks cultural landscape was generally linear and parallel to the canal. With the exception of the Costlow Farm, and the farms located out on Prather’s Neck, the buildings, domestic and

commercial, located in the project area were oriented to the canal. And although the Prather/Hassett Farm predates the canal, the farmhouse shared the orientation of canal period structures. This was probably because the house was sited on the property's high ground overlooking the river. There also may have been an east-west road that was located where the canal was constructed.

While the current Prather/Hassett farmhouse dates to 1840, the farm itself came into Prather ownership in 1790, if not earlier in the century and an 1824 map (Canal Subdivision Map), shows two structures located on Prather land. One of these is sited where the current house is and the other is probably the stone barn, which was demolished during canal construction. It is likely that the Costlow Farm was also occupied prior to the construction of the canal, when the property was owned by the Tice family. (1850 Federal Agricultural Census).

As with the more general spatial organization of the area, circulation features were also affected by the placement of the canal. Four Locks Road, the main access road to the canal and to Prather's Neck, ran parallel to the canal, and then led under the canal via Culvert 139 and continued as Neck Road, ending near the tip of Prather's Neck at the William Barn Ruins. Four Locks/Neck Road was built by the county around 1844 in order to encourage development of the area, building on the increased commercialization of the Four Locks after the opening of the canal. The Berm Road, the other primary road in the project area, begins at Culvert 139, proceeding west, parallel to the canal on the berm side. It may have been built as part of the canal construction and remained in use until at least the mid-20th century. The towpath was and is the main east-west route through the project area although not a vehicular road.

Other features of spatial organization also reflect this relationship with the canal orientation. These include land use, vegetation, views and vistas. The land use closest to the canal was primarily commercial. There were warehouses, stores, the lockhouse, a post office, dry-dock and canal building and repair businesses. There was a domestic land use as well, but most of the people who lived along the canal in the Four Locks area were linked to the canal company by their livelihood. Farmland lay further from the canal, especially out on Prather's Neck and to the north of the canal (i.e. Costlow Farm). Vegetation close to the canal included the vegetable gardens and ornamental plantings of the Four Locks families. Once again, farm crops were generally grown further away; on the Neck to the south and to the north. Views and vistas were also influenced by the canal, as clear sight-lines would have been important in order for the boatmen to see up and down the waterway as they approached the Four Locks area and locked through. The immediate area near the canal was relatively treeless as a result. Also trees were cleared for use as firewood, fencing and for other objects constructed of wood.

On a smaller scale, varying land use and ownership led to internal patterns of separation. The individual farms and yards would have been organized into different areas, both private and public, by the means of fencing. Many types of fences were used: post and rail, wooden picket and barbed wire, as well as living fences of osage orange (Historic Photos, Unrau 1977:786).

Current Condition

The spatial organization has been little altered since the end of the period of significance. The Four Locks project area is primarily owned and managed by the National Park Service and the spatial organization remains linear and oriented to the canal.

The current interpretive focus of NPS management, which centers on the canal and the use of the towpath as a hiking or biking path, reinforces this pattern. One exception to this is the use of the parking lot and boat launch area, which shows an orientation more to the river than the canal. There has also been some loss of many of the small scale divisions on the individual farms and yards in the area, due in part to the loss of outbuildings and fences and changes in land use.

Despite these changes in spatial organization, the property retains a high level of integrity for this feature.

Circulation

There are several important historic roads and road traces within the project area. These include the Canal Towpath, Four Locks Road (now known as Neck Road or Ankeney Lane on the Neck portion of the road), Hassett Road, Berm Road (sometimes mistakenly known as continuation of Four Locks Road), The Tice/Costlow Farm Road, and the New Kirk Ferry Road Trace. All of these date to the period of significance. Other circulation features include the canal towpath and prism the parking lot and boat launch and the various driveways and paths located on some of the individual properties. Culverts 139 and 140 and the canal prism were described in the Constructed Water Feature section, but are also circulation features. However, only Culvert 139 still carries a road under the canal. The road that crossed under the prism at Culvert 140 has been abandoned.

The earliest maps examined for this report that include Four Locks date to 1755 and 1808. The only road shown on both of these maps is located to the north of the project area and runs east-west. On the 1808 Varle map, the Prather House is shown, but no roads leading to the Neck. This is probably due to a lack of detail in the map, as Prather would have needed access to his house from the larger road. The earliest documented roads in the project area were built as a direct result of the construction of the C&O Canal.

The historic roads within the project area appear to remain in their original locations; except for the two road traces (part of Berm Road and New Kirk Ferry Road), all retain a very high degree of integrity.

Hassett Road

Historic Condition

Hassett Road connected the Williamsport to Hancock Road with Four Locks Road. It ran southwest from this road, connecting to Four Locks Road. It is not certain when this road was built, but, although unnamed, it appears on the 1877 Taggart Map.

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Current Condition

Hassett Road is carried under the Western Maryland Railroad berm via one of two concrete culverts built in the early twentieth century. It connects with Four Locks Road shortly after coming through the culvert, is paved with asphalt and appears to be in its historic location.

Canal Towpath

Historic Condition

The approximately two miles of towpath that run through the project area were probably constructed at the same time as the locks and other canal structures (1836-1839). It was an 8-foot wide constructed berm or one carved from the hillside, located on the river side of the canal and sloped to drain toward the river. The towpath was constructed of stone rubble and about two feet above the prism water level. It was used as a path for the mules that pulled the canal boat along the prism.

Current Condition

Today the towpath is an earthen path and remains in its historic location. The towpath material is harder-packed on the sides than in the center; as a result, a grassy median strip exists today. It is generally coarse dirt with some loose gravel.

Four Locks Road

Historic Condition

Four Locks Road was built circa 1844 by Washington County. The County Commissioners purchased properties to build a road to stimulate commerce in the growing community of Four Locks (Mastrangelo 1987:5). It was to run “from the Potomac River opposite Little George Town [WV] to the old road leading from Williams Port to Hancock.” (Washington County Deed, Folio 366-369, May 3, 1844). The 1844 plat of the road shows it “commencing at the Potomac River opposite Little George Town [WV] at Sam’l William’s Barn, and running thence through the lands of Rebecca Fogwell [Faulkwell], Samuel Prather and Denton Jacques to intersect the old road leading from Williams Port to Hancock.” According the deed, it was to be “kept as a public Highway” (Washington County Deed, Folio 366-369, May 3, 1844). Four Locks Road was carried under the canal by Culvert 139 and continued out to the tip of Prather’s Neck.

Current Condition

Four Locks Road remains in its original location and is paved with asphalt on the berm side of the canal, cobblestone through Culvert 139 and chip and tar on the Neck. The Neck portion of the road is badly potholed. (This road is now called Ankeney Lane or Neck Road after it crosses under the canal and through the parking lot, continuing out to the tip of the Neck.)

Berm Road and Trace

Historic Condition

Berm Road was probably built as part of the canal construction. It would have allowed access to the work area along the section of the four locks. Starting where Four Locks Road passed

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under the canal via Culvert 139, Berm Road continued along the berm side of the canal passing along the south of the Fernsner House, the Lockhouse, the Section House, Stone/Hassett/Baker House and the various canal workers' cabins, to the end of the peninsula base just past the last cabin ruin (1877 Taggart Map, USGS maps 1912, 1945, 1971, 1979).

Current Condition

Berm Road is paved with asphalt and now ends just before it meets the Tice/Costlow Farm Road at the beginning of the Stone/Hassett/Baker property. Beyond the point it is a grassy road trace through the woods along the berm side of the canal, above the prism. There are remains of an old NPS gate at the beginning of this trace.

Tice/Costlow Farm Road

Historic Condition

The Tice/Costlow Farm Road began just west of Lock 50 and the Mule Barn, then ran parallel to Berm Road, until reaching the area of the canal workers house cluster, where it curved to the northwest and led to the Tice/Costlow farm. It appears on the 1877 Taggart map but further research is needed to determine when it was built.

Current Condition

The Tice/Costlow remains in its historic location and is graveled. The NPS has installed a gate at its beginning.

New Kirk Ferry Road (Trace)

Historic Condition

Further research is needed since little is known about New Kirk Ferry Road or the ferry to which it once led. It appears on the 1877 Taggart map, but further research is needed to determine when it was built. The road is shown leading from Four Locks Road/Neck Road towards the eastern shore of the Neck to a house labeled "New Kirk" and a "Ferry" just below it. This ferry is one of at least two that existed on Prather's Neck in the nineteenth century. The other was at the southernmost tip of the Neck where Four Locks Road/Neck Road ended and connected to New Georgetown, WV.

Current Condition

The New Kirk Ferry Road is now only a trace. This unpaved dirt road is very apparent right off the main road, but after a few yards becomes hard to follow; there is a metal gate where it meets Four Locks Road/Neck Road. The road trace leads to New Kirk House, then curves southeast to follow a swale down to the river. The house sits on a bluff, overlooking the river.

Starliper Road and Hart Road

Current Condition

Both Starliper and Hart Road were built as part of the mid-20th century Starliper recreational development. Hart Road turns west off Four Locks Road/Neck Road, meeting Starliper Road, which parallels the main north-south Neck Road and ran through the middle of the

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development. They are both paved chip and tar roads.

Locktender Lane Trace

Current Condition

In the early 1960s, a proposed linear development called “The Berme” was centered on Lock 50 along Four Locks Road (a.k.a. Berm Road) on the northern or berm side of the canal. The lots backed this road and fronted what was referred to as ‘Locktender Lane’, a proposed drive that may have been built as it appears in 1960-era photographs behind the Lewis Fernsner House. This road may simply have followed a pre-existing farm lane. The western end of Locktender Lane connected to Costlow Road, while a spur to Four Locks Road was proposed to pass between Lot 1 and Lockhouse 49 along the eastern edge of the proposed development. Lot 4 was immediately behind the Section House at Lock 50, and Lot 6 was located immediately behind the Mule Barn, both of which front Four Locks Road.

All of the lots were sold, with the exception of Lot 5, which was retained by the Charles, but no structures were constructed. The NPS acquired all of the lots during the early 1970s. It is unclear how much grading, road construction or utility installation ever took place. The area is now largely wooded with successional growth, but ‘Locktenders Lane’ can be seen as a vague trace.

Driveways and Pathways

There are various driveways and pathways located on some of the individual properties. Further research is necessary to determine whether any of these are historically significant and they are listed as undetermined. (These features are noted on site plans and in field notes.)

Current Condition

Four Locks School:

The former driveway (non-paved and turf)

Hassett/Prather Farm:

Concrete walkways and stairs near the house

Gravel driveway

Flagstone walkway

Lock 49 and Fernsner House Ruins:

Two gravel driveways

Concrete walkways near the Lockhouse

Stone/Hassett House (Baker):

Concrete walkways

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Flory House:

Stone and concrete walkway

Mellot House:

Gravel driveway

Parking Lot and Boat Launch

Current Condition

Built in the mid-1960s, the asphalt parking lot and boat ramp are located just east of Four Locks Road after it comes out of Culvert 139. It is paved with asphalt and has about 30 parking spots.

Character-defining Features:

Feature: Berm Road and Trace

Feature Identification Number: 130783

Type of Feature Contribution: Contributing

Feature: Four Locks Road

Feature Identification Number: 130785

Type of Feature Contribution: Contributing

Feature: Hassett Road

Feature Identification Number: 130787

Type of Feature Contribution: Contributing

Feature: Mile 108-110 Towpath

Feature Identification Number: 130789

Type of Feature Contribution: Contributing

Feature: Neck Road

Feature Identification Number: 130791

Type of Feature Contribution: Contributing

Feature: New Kirk Ferry Road Trace

Feature Identification Number: 130793

Type of Feature Contribution: Contributing

Feature: Tice/Costlow Farm Road

Feature Identification Number: 130795

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Type of Feature Contribution: Contributing

Feature: Hart Lane

Feature Identification Number: 130797

Type of Feature Contribution: Non Contributing

Feature: Locktender Lane Trace

Feature Identification Number: 130799

Type of Feature Contribution: Non Contributing

Feature: Parking Lot and Boat Ramp

Feature Identification Number: 130801

Type of Feature Contribution: Non Contributing

Feature: Starliper Road

Feature Identification Number: 130803

Type of Feature Contribution: Non Contributing

Feature: Driveways and Concrete Walkways

Feature Identification Number: 130805

Type of Feature Contribution: Undetermined

Landscape Characteristic Graphics:



Left: Berm Road and canal looking east, c.1900

Right: Same view, 2008



Left: Four Locks Rd. looking west. Prather/Hassett House retaining wall on right, c.1910
Right: Same view, 2008

Land Use

Historic Condition

Before the development and construction of the canal, land use in the Four Locks area was primarily agricultural; The first European settlers of the eighteenth century primarily grew grain and raised some livestock (cattle, sheep and pigs) (Wheelock 2007:19). These early farms also often included pasture, a managed woodlot and a small orchard. This pattern of land use continued into the nineteenth century and agricultural innovations such as the use of soil amendments like imported guano and lime and new kind of agriculture tools and machinery, improved crop yields (Wheelock 2007:19).

When the canal company began to build the four locks across Prather's Neck, it brought an industrial and commercial aspect to the land use of the area. Land acquisition began in the 1830s and the construction of Locks 47-50 and their associated structures began in February 1836 and was completed by 1839 (Mastrangelo 1987:3-4). For those three years the upper part of the neck would have been a busy construction site. Tons of earth was moved to construct the prism and towpath and stone was brought in from local quarries to build the locks, culverts and other stone structures. Workers and their families, many from Ireland, settled in the area during the canal construction.

Ultimately, not much land went out of agricultural use. The Costlow/Tice Farm continued to raise crops and livestock; several farms remained out on the Neck (Historic Maps). Even though most of the land acquired by the canal company belonged to Samuel Prather, the property continued to be farmed well into the twentieth century. However, the character of the Four Locks cultural landscape was changed significantly by the arrival of the canal. A community grew around the canal that existed primarily to provide services to the boatmen that passed through as well as one in which canal workers lived in during the off season.

Before the canal, the farmers on and near Prather's Neck probably supplied agricultural goods to stores and warehouses located in the main towns nearby. Navigating through the four locks

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often created bottlenecks of canal boats, and it therefore became a good place for the boatmen to restock hay and oats for their mules and food and other supplies for their families. Between 1863 and 1877 a warehouse and/or store opened at Locks 48, 49 and 50 (Mastrangelo 1987). Another business that came to Four Locks along with the canal was boat repair and perhaps boat building. A drylock was built adjacent to Lock 47 in the early 1850s and oral histories suggest that canal boat builders were also part of the community (Mastrangelo 1987:10). As the community grew, it became a place where canal workers and their families spent the winter months, when the canal was closed. This led to the building of a mule barn, for the overwintering of animals. It is not certain, but the barn may also have been run as business by an enterprising inhabitant of Four Locks.

By 1852, Four Locks had its own Post Office. The Four Locks School was built circa 1877. BY 1860, John G. Stone had built four houses on land leased from the canal. These were occupied by canal workers. The Section House at Lock 50, owned by the canal company, was standing by 1858. The Fernsner House was built by 1863 and by 1880 the Flory, Hart, and Flynn houses were also built. Each of these houses had various outbuildings and probably at least a vegetable garden. This increase in population and structures was all due to the arrival of the canal and points to the addition of commercial activities within the project area.

The Four Locks area remained a commercial hub for the canal, with agricultural use continuing on the various farms within the area. The most productive period of the canal era was between 1870 and 1889. After the enormously destructive flood of 1889, the canal company could not recover financially and the B&O Railroad took over as the primary stockholder. The canal was finally repaired and reopened for business in 1891, but it never regained the productivity of the previous two decades. The canal limped along, barely profitable for the next 23 years, until the massive flood of 1924. The B&O RR then decided it would no longer repair and maintain the canal, effectively closing it down for good.

The commercial use of the project area ended with the closing of the canal. Some farming continued, but the overall population shrank. The Post Office was permanently closed in 1903 and moved to Big Spring. The Four Locks School closed in 1943. Two of the three store/warehouses located in Four Locks closed down with the canal. The Snyder and Fernsner Store at Lock 48 remained in business until the flood of 1936 closed it; it was the last commercial venue in Four Locks. Some of the 19th-century houses were no longer lived in year round, but used as vacation homes. Others were abandoned.

The community of Four Locks shifted from a commercial and agricultural community to one of primarily recreational use. This shift was intensified when the Federal Government purchased the C&O Canal in 1938 and the National Park Service became the managing agency. The NPS put in primitive camping grounds between 1950 and 1960. One was located at North Mountain Campground, near the western edge of the project area. The parking lot and boat ramp at Four Locks were built by 1965.

Several privately-owned recreation communities were also planned, including, “The Berme”, “Little Cliffs”, “Rocky Neck Park”, and the “Starliper Development”, but only the last was built. Located on the Neck, just below the NPS parking area, this recreational subdivision for mobile homes had more than 70 narrow lots, most under one-half acre in size. Development began in the early 1960s, but by the mid-1970s many of the mobile homes had been abandoned and/or were severely damaged by Hurricane Agnes in 1972. The NPS acquired all these tracts through purchase or condemnation, and contracted with salvage companies to remove the damaged mobile homes.

In the 1970s, the NPS purchased many additional tracts of land with improvements in the Four Locks project area. Most were acquired, by 1976, with the exception of the Tracts 77-107 and 77-108, both located on the Neck, and the Mellot House property (Tract 76-137), all purchased in 2000.

Current Condition

The land use of the project area is now almost wholly recreational. Shortly after the closing of the canal and the end of the period of significance, the project area was one of primarily private recreation (i.e. the Starliper Development). By the mid-1970s, however, Four Locks had become a place of public recreation with very little privately-owned property within the project area used for recreation. It is now used by hikers and bikers of the C&O Canal, fishers and boaters on the Potomac River and picnickers who use the tables and grills set up by the park. There is also camping at North Mountain Campground. In addition, the Maryland Department of Natural Resources owns and manages about 215 acres on Prather’s Neck. Rifle and bow hunting are allowed on this wildlife management area (Cumberland Times News 2008).

Some agricultural land use remains. Much of the Tice/Costlow Farm, as well as some property on the Neck, is farmed under special-use permits, under which the farmers grow hay and/or soybeans and raise cattle. There is also some privately-owned land on the Neck which is farmed.

Although the ruins of the canal and some of the remaining 19th-century buildings suggest the commercial aspect of land use in the Four Locks cultural landscape, there is little evidence left of the bustling canal community that existed during the period of significance.

Character-defining Features:

Feature: Agricultural Farm Land

Feature Identification Number: 130807

Type of Feature Contribution: Contributing

Feature: Picnic Grounds

Feature Identification Number: 130809

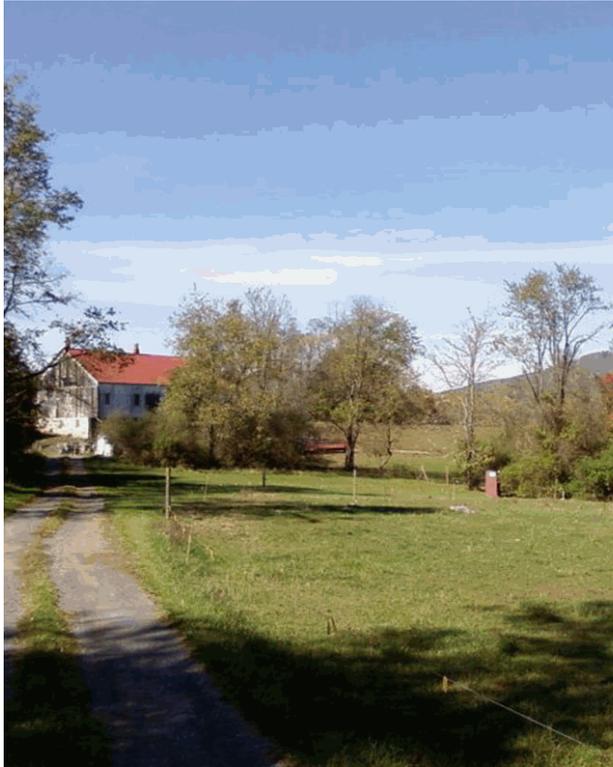
Type of Feature Contribution: Non Contributing

Feature: Starliper Development

Feature Identification Number: 130811

Type of Feature Contribution: Non Contributing

Landscape Characteristic Graphics:



Left: View of Tice/Costlow Farm, 2008



Right: View of cropland on Prather's Neck, 2008

Topography

The historic topography of the area remains largely intact, with virtually no change since the period of significance.

The topography of the Four Locks project area consists of a mostly level flood plain terrain. The elevation is mostly between 200 and 400 feet above sea level. There are few high points and these barely exceed 500 feet. Some areas of both the east and west sides of Prather's Neck have small bluffs overlooking the river; on one of these, near the New Kirk house, is located the site of one of two ferries that existed on the Neck.

The Prather/Hassett Farm was sited on the edge of a hill and the main house was built fronting Four Locks Road and overlooking the canal and the river. This building was very prominent in the community, as were its occupants. The Stone/Hassett House, the Flory House the Lockhouse and the cluster of canal workers' cabins were also located on high ground, all

overlooking the canal. The placement of these structures on high ground offered protection from the destructive floods that swept through the community. Another structure, the Flynn House, was located in the flood plain where the picnic area is now found. It was swept away during the massive flood of 1936.

The total amount of rise from one side of the Prather's Neck loop to the other was only 32 feet. Across the one-mile section of the neck, four locks, each with a rise of about 8 feet, enabled the canal boats to negotiate this stretch. The construction of the canal had a minimal affect on the topography of the area.

Vegetation

During the period of significance three basic types of vegetation existed. Farm crops, native vegetation and planted vegetation. This last category included invasive species and purposely planted vegetation such as trees, shrubs, vines, flower and vegetables. To some extent, all of these categories exist today.

Farm Crops

Historic Condition

Much of the land in the Four Locks area was used for raising crops during the period of significance. Farm fields are shown on the 1825 Abert Canal Survey map and the 1828 Geddes and Roberts Survey map. The only property within the project area that has definitive information in the Agricultural Census of 1850 is the Tice/Costlow Farm, which was owned by Nicholas Lowe in the 1820s (Wheelock 2007:62). The 1850 census says that Tice grew large quantities of corn and wheat, as well as some potatoes.

By 1860, more land had been cleared on the farm and Tice continued to raise corn and wheat, adding oats and rye and planting a small orchard. Cattle, sheep, swine and cows were also raised, which would have meant a certain amount of pasture land would have been needed (Wheelock 2007:63). The Prather/Hassett Farm was also known to have had an "orchard of excellent fruit trees" which existed at least into the early twentieth century (Mastrangelo 1987:5). This mix of crops and orchard was typical of 19th-century farms in western Maryland, so other properties in the project area probably grew similar crops. Along with field crops, pasture and orchards, farms of the period would also have had managed woodland. This woodland would have provided wood for fences, buildings and firewood, as well as a foraging place for the farm's pigs.

Current Condition

Very little cropland exists today. In 1912, only about 10% of the Four Locks project area was covered in forest (USGS map 1912), but by 1979 70% of the area was forested and today the area is about 90% forest. Of the cleared land remaining, most of it is leased by the NPS for agriculture. Now mainly hay is grown, as well as some field crops, such as soybeans.

Native Vegetation

The floodplain vegetation along the Piedmont and Appalachian portions of the Potomac River is generally that of a second or third growth eastern bottomland forest. The dominant tree species are sycamore (*Platanus occidentalis*), elms (*Ulmus* spp.), silver maple (*Acer saccharinum*), box

elder (*A. negundo*), and green ash (*Fraxinus pennsylvanica*). Less common are birch (*Betula* spp.), oaks (*Quercus* spp.), cottonwood (*Populus deltoides*), yellow poplar or tulip tree (*Liriodendron tulipifera*), locust (*Robinia pseudoacacia*), hickory (*Carya* spp.), walnut (*Juglans nigra*), beech [*Fagus grandifolia*], cedar [*Juniperus virginiana*] and pine (*Pinus* spp.), although these may dominate in certain areas due to climatic or soil conditions. Common understory trees and shrubs include paw paw (*Asimina triloba*), dogwood (*Cornus florida*), sumac (*Rhus* spp.), hornbeam (*Carpinus caroliniana*), mountain laurel (*Kalmia latifolia*), spicebush (*Lindera benzoin*), and redbud (*Cercis canadensis*). Introduced species include tree of heaven (*Ailanthus altissima*), princess tree (*Paulownia tomentosa*), and white mulberry (*Morus alba*), which have become naturalized. Also present in some areas (on the Stone/Hasset property) is osage orange (*Maclura pomifera*), often used in hedgerow plantings in the piedmont. Though native to the United States, this tree naturally grows west of the Appalachians. It was introduced in the east for use as a living fence or hedge in the early 1800s (John Parsons, General Plan 1976:6). Although all of these species are not necessarily present in the Four Locks area, they are typical of the floodplain environment.

Historic Condition

During the period of significance, the Four Locks area was much less wooded than it is now so there would have been fewer native trees. The 1825 Abert Canal Survey map shows areas of trees only on high points. Most of the land would have been in crop cultivation.

Current Condition

The native vegetation in the project area began to change significantly in the 1970s. The earliest map that shows forest versus cleared land is the 1912 USGS map. About 90% of the project area in 1912 was cleared land and by 1971, cleared land was about 80% (1971 USGS map). This ratio changes dramatically by 1979, when only about 30% of the land remained cleared. Probably most of the cleared land was in farm crops. By 2008 (Mapquest Aerial), the percentage of cleared land to forest has completely reversed from 1912, with only 10% of the project area cleared and 90% in woodland. The cropland of the project area was historically important and prevalent so further encroachment of the successional forest on cleared land should be carefully monitored.

Several rare native plants located in the Four Locks area are listed as endangered or threatened. They include: American beak grain or twin oats (*Diarrhena americana*), Shumard oak (*Quercus shumardii*), goldenseal (*Hydrastis Canadensis*), Largeleaf waterleaf (*Hydrophyllum macrophyllum*) and Blackseed ricegrass (*Oryzopsis racemosa*).

The successional forest at Four Locks today contains many invasive plants, that left unchecked could change the nature of the environment. These include Multiflora rose (*Rosa multiflora*), Japanese knotweed (*Polygonum cuspidatum*), eastern red cedar (*Juniperus virginiana*), japanese honeysuckle (*Lonicera japonica*) and exotic bamboos (*Bambusa*, *Phyllostachys* and *Pseudosassa* species).

Planted Vegetation

Historic Condition

Lockkeepers and others living in the Four Locks area would have had vegetable gardens. The board of the C&O Canal approved a resolution in 1830 requiring that at least one acre attached to each lock would be set aside for use as a garden. The lock tenders would then be able to raise vegetables and chickens, hogs and cows (Unrau 1977:786). Historic Photos of the Lockhouse also show dahlias, canna lilies, lilacs, roses and potted geraniums, and other decorative plants and shrubs were probably also planted. Trees were planted for decoration and shade near dwellings. Two sugar maples found on either side of the drive leading to the Fernsner House, date to the period of significance. Other historic period trees may have included hackberry, black locust, black walnut, and oak. [Note: the sugar maple on the downstream side of the Fernsner House has split and broken in half due to severe rot on the interior of the main trunk. The park will remove the remains of the tree. (Personal observation: Martha Temkin 10/2009)]

Current Condition

The vegetable gardens are now gone from the Four Locks area. Decorative plants such as lilac, rose of sharon, boxwood, forsythia, lily of-the-valley, honeysuckle, iris, daffodils, day-lilies and privet can still be found today, but whether they date to the period of significance is undetermined. Trees on the Four Locks properties include, Norway maple, sugar maple, hackberry, common yew, black locust, black walnut, white pine, white fir, eastern red cedar, common pear, Norway spruce and douglas fir. Again, whether these trees are contributing is undetermined. Many of the current plants and trees, while either undetermined or non-contributing are still compatible with the landscape. Several large trees have recently been cut down, one in front of Four Locks School and two others near the Fernsner House ruins. Care should be taken when removing vegetation as further research is needed to determine its significance. (Detailed plans of several of the Four Locks properties that include current vegetation can be found under Site Plan graphics.)

Character-defining Features:

Feature: Two sugar maples located on either side of the Fernsner House driveway

Feature Identification Number: 130813

Type of Feature Contribution: Contributing

Feature: Sucessional Forest

Feature Identification Number: 130815

Type of Feature Contribution: Non Contributing

Feature: Crops

Feature Identification Number: 130817

Type of Feature Contribution: Non Contributing

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Feature: Ornamental shrubs and flowers on historic properties

Feature Identification Number: 130819

Type of Feature Contribution: Undetermined

Feature: Specimen trees located on historic properties

Feature Identification Number: 130821

Type of Feature Contribution: Undetermined

Landscape Characteristic Graphics:



*Left: Lockhouse 49, note Black Locusts, Sugar Maples and Japanese Honeysuckle
Right: Lockhouse yard, note lilac, potted geraniums, and turf
(Both photos, early 20th-century)*

Views and Vistas

Historic Condition

The views up and down the canal were very open. There were few trees that intruded into the view. From Lock 47, one could easily see all the way up to Lock 50 and probably beyond. Only the curve in the canal above Wasteweir 18 may have prevented the view from continuing up to Culvert 140. In addition, the river could be seen from not only the high points in the project area (i.e. the Prather/Hassett House) but also from anywhere along the canal and from almost everywhere out on Prather's Neck (Historic Photos, Mastrangelo 1987: 6). The rolling agricultural fields were also part of the area vista.

Another key element in the historic vista would have been that of flowing water. The water flowing through the canal prism was as large a part of the views and vistas as the wide, slow moving waters of the Potomac River. Many of the residential properties in the Four Locks faced directly onto the canal.

Views from the uppermost area of the Four Locks community, near the Western Maryland Railroad line (the Costlow/Tice Farm), the Mellot House, and Four Locks School would have taken in the wide expanse that included the canal and its busy commercial activity, the farm fields, and a stretch of the Potomac River. In addition, the unobstructed views between the various residential properties

Current Condition

Today, the views and vistas of the Four Locks area are narrowed by the expanding successional forests. There is very little open space left in the project area other than a small area on the Costlow/Tice Farm which has a special-use permit for agriculture and another small area of cropland, partly in private ownership and partly also a special-use permit for agriculture, which is located out on the Neck. The parking area and boat launch are also open and provide views downstream to the east and the canal to the north. The views up and down the canal are now limited to a corridor lined with vegetation on either side between the four locks. Nothing can be seen beyond either Lock 50 or Lock 47. Another largely linear view is that along Four Locks Road. There are no views of the river from Neck Road until you reach the southernmost tip.

The view of the Potomac River from the project area is now mostly obscured by trees, except in the winter. The only completely open views of the river are from the picnic area and the parking lot and boat launch. Glimpses of the river can still be seen from the Prather/Hassett House, the Flory House and the Lockhouse.

Another missing feature is water flowing through the prism and the locks. This once impressive part of the Four Locks vistas is gone. The houses located above Lock 50 that once housed canal boatmen and their families and the Stone/Hassett House no longer have a view of the canal. This view is blocked by the woods that have grown up along the berm side of the prism. The views of farm land have also largely disappeared in the area due to tree growth.

The historic views and vistas could be restored by a return to heavier agricultural use of the land and restoration of the canal, which would involve removing most of the woodland in the area and re-watering the canal. As the views and vistas currently stand, they have a low degree of integrity.

Character-defining Features:

Feature: Views across the farm fields

Feature Identification Number: 130823

Type of Feature Contribution: Contributing

Feature: Views up and down the canal from the prism and towpath

Feature Identification Number: 130825

Type of Feature Contribution: Contributing

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Feature: Views from high points

Feature Identification Number: 130827

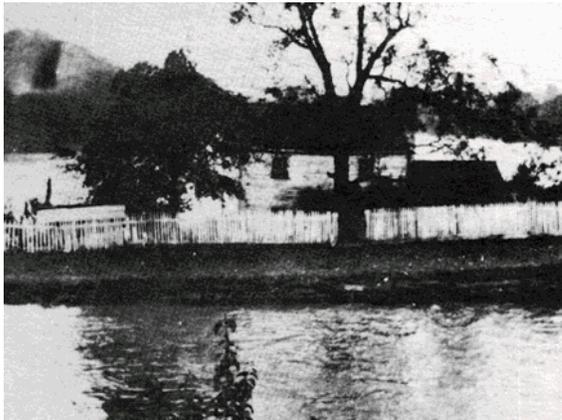
Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:



Left: Looking east from Lock 49, c. 1920. Note Prather/Hassett House in center.

Right: Same view, 2008



Left: Flynn House and view of river from Lock 49

Right: Same view, 2008

Small Scale Features

Historic Condition

The two types of small scale features that were extant during the period of significance are fences and stone retaining walls. Of these only a few remnants of retaining wall can be definitively dated.

Different types of fences can be identified in historic photographs. They include picket fences, wooden post and board fences, wooden post-and-rail fences and wood-post and wire fences. Picket fences were found parallel to the canal in front of the Flynn House and placed on top of

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a stone retaining wall located in front of the Lockhouse. Post and board fences were located near Lock 49 on the berm side, and on the Four Locks school property. A wood-post and wire fence, either chicken-wire or chain-link was placed on top of the retaining wall in front of the Prather/Hassett House.

Stone retaining walls were found in front of the Lockhouse and the Prather/Hassett house, both parallel to the canal.

Current Condition

Many kinds of fences can still be found in the Four Locks project area. They include: post and board, post and barbed wire, post and tension cable (all found on the Tice/Costlow Farm) and post and grid-wire, (found around the school property and around the New Kirk Ferry House). The yard area behind Prather/Hassett house is bounded on three sides by a wood post and barbed wire fence. Post and board fencing is found near the Stone/Hassett/Baker House and there is a line of fence posts running parallel to the canal and the Berm Road Trace along what was the original front elevation of the house. Mid-20th century photos of the Section House show grid-wire and picket fences near the house; these are now gone. A low concrete block fence was located on the west side of the Lockhouse (post period of significance).

Some of the extant fences and remnants may date to the period of significance, but further research is necessary so they will be listed as undetermined features.

Several stone retaining walls are also found in the project area, such as in front of the Flory House that creates a terraced yard and in front of the Prather/Hassett House and the Lockhouse. Another stone retaining wall on the Prather/Hassett property is located behind the house and shed, perpendicular to the canal and separating the back yard from a meadow. There is also a stone retaining wall found on the northwest side of Culvert 139. This wall directs the intermittent stream to allow it to run through the culvert and helps keep the water off the road. It may have been built along with the culvert.

All of the stone walls are contributing.

Character-defining Features:

Feature: Rock outcroppings on the schoolhouse grounds

Feature Identification Number: 130857

Type of Feature Contribution: Contributing

Feature: Stone retaining wall-Flory House

Feature Identification Number: 130859

Type of Feature Contribution: Contributing

Feature: Stone retaining wall-Prather/Hassett House

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Feature Identification Number: 130861
Type of Feature Contribution: Contributing
Feature: Stone retaining wall-Prather/Hassett property
Feature Identification Number: 130863
Type of Feature Contribution: Contributing
Feature: Stone retaining wall-west side of Culvert 139
Feature Identification Number: 130865
Type of Feature Contribution: Contributing
Feature: Stone-retaining wall-Lockhouse
Feature Identification Number: 130867
Type of Feature Contribution: Contributing
Feature: Lockhouse 49-concrte well cover
Feature Identification Number: 130869
Type of Feature Contribution: Undetermined
Feature: Prather/Hassett House Mound
Feature Identification Number: 130871
Type of Feature Contribution: Undetermined
Feature: Prather/Hassett House Stone-line plant beds
Feature Identification Number: 130873
Type of Feature Contribution: Undetermined
Feature: Various fence types
Feature Identification Number: 130875
Type of Feature Contribution: Undetermined

Archeological Sites

An archeological overview and assessment of the project area was recently completed. Although no prehistoric sites were identified, two locations were identified as having buried cultural material within a Holocene alluvium deposit (Archaeological Evaluation and Identification Study, Berger Inc. 2007-A-7). Further research may lead to the discovery of prehistoric sites.

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Identification of contributing and non-contributing archaeological resources is beyond the scope of this report, but the historic nature of the project area and the presence of features, such as house foundations, trash pits and ruins associated with the C&O Canal community at Four Locks, suggest that contributing resources exist. In addition, the sites of several important structures dating to the period of significance are well documented, but have no standing ruins or visible foundations. These include the canal workers' house cluster (Stone property ruins), miscellaneous foundations, trash pits, and depressions (Stone property), the Section House at Lock 50, the Snyder and Fernsner Store and the Stone/Kidwell House. These sites may yield further information through archaeology.

Also, during the French and Indian War (1754-1763) the residence of Thomas Prather, who was a Colonel in the militia, functioned as a military depot. Prather's residence was located on or near the base of Prather's Neck (Miller 2007, American Forts Network 2007). There is a possibility that further archaeological research could determine that the site of this Colonial-period house fort lies within the project area. Thomas Prather was also involved in George Washington's 18th-century canal venture. Washington advocated improving navigation along the Potomac from Great Falls west to Cumberland and several influential western Maryland landowners, including Thomas Johnson, Lancelot Jacques (uncle of Denton Jacques who owned land on Prather's Neck), Thomas Cresap, Jonathan Hager and Thomas Prather, were managers of this early canal company. Prather was elected treasurer (Delaplaine 1919:346).

Condition

Condition Assessment and Impacts

Condition Assessment: Fair

Assessment Date: 09/19/2008

Condition Assessment Explanatory Narrative:

This determination takes into account both the landscape and the buildings situated thereon. In order to raise the condition of the property to 'good' the park should complete the following:

1. The various buildings, structures and constructed water features should be stabilized and if vacant, properly mothballed.
2. Monitor and control invasive plant species. Remove overgrown vegetation where there is a negative impact on structures, especially near the various ruins found in the project area.
3. Carefully monitor the removal of existing vegetation, especially potential specimen trees and decorative plants and shrubs.
4. Floods and freshets have the potential to cause erosion of the river banks and damage historic structures and vegetation. Repairs and stabilization will likely be required following future floods.

Impacts

Type of Impact:	Deferred Maintenance
External or Internal:	Internal
Impact Description:	Some of the structures at Four Locks require stabilization. Also, vacant buildings should be properly mothballed to deter vandalism, pests and structural deterioration.
Type of Impact:	Inappropriate Maintenance
External or Internal:	Internal
Impact Description:	Care should be taken when removing features whose significance remains undetermined. Several large trees were recently removed in the project area, and decorative plantings near the Stone/Hassett/Baker House were cut back so severely that some may not survive.
Type of Impact:	Vegetation/Invasive Plants
External or Internal:	External
Impact Description:	Invasive plant species are driving out native species that were present during the period of significance. They should be closely

monitored.

Type of Impact: Flooding
External or Internal: External
Impact Description: Four Locks has been severely impacted by flooding of the Potomac River in the past. The absence of water in the canal prism will help to minimize flood damage in the future, but repairs will likely be necessary following future floods.

Type of Impact: Vandalism/Theft/Arson
External or Internal: External
Impact Description: Any damage cause by vandalism should be promptly repaired and the area closely monitored by law enforcement.

Treatment

Treatment

Approved Treatment: Undetermined

Bibliography and Supplemental Information

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Year of Publication: 1825
Citation Publisher: Engineer Department United States Top[ography] Bureau
- Citation Author:** AmDyne Corporation
Citation Title: Phase I Environmental Site Assessment Tract P76-1 Four Locks
Washington County, Maryland
Year of Publication: 2002
Citation Publisher: US DOI/ NPS
- Citation Author:** Ansel, William H. Jr
Citation Title: Frontier Forts Along the Potomac and Its Tributaries
Year of Publication: 1984
Citation Publisher: McClain Printing Co., Parsons, WV
- Citation Author:** Application for Certification as a Maryland Heritage Area by
Washington, Frederick and Carroll Counties (digital copy)
Citation Title: Heart of the Civil War Heritage Area.
Year of Publication: 38626
- Citation Author:** Bureau of Public Roads and National Park Service
Citation Title: Report on Joint Reconnaissance Survey and Study by the Bureau
of Public Roads (formerly, the Public Roads Administration) and
the National Park Service of the federally owned Chesapeake and
Ohio Canal between Great Falls, Maryland and Cumberland,
Maryland
Year of Publication: 1948
Citation Publisher: Authorized by Public Law 618-80th Congress, Chapter 435, 2nd
Session, Approved J

- Citation Author:** Clark, Ella E. & Hahn, Thomas F. (edited by)
Citation Title: Life on the Chesapeake & Ohio Canal 1859
Year of Publication: 1979
Citation Publisher: Shepherd House, Shepherdstown, WV
- Citation Author:** Clark, WM Bullock and Edward B. Mathews
Citation Title: Maryland Geological Survey Report on the Physical Features of Maryland
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Year of Publication: 1975
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