

100-99

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY	
RECEIVED	
DATE ENTERED	

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Alexandria Canal Tide Lock (Preferred)

AND/OR COMMON Alexandria Tide Lock, Number Four

2 LOCATION

STREET & NUMBER [REDACTED]

CITY, TOWN Alexandria PUBLICATION CONGRESSIONAL DISTRICT Eighth, Herbert Harris, 11

STATE Virginia CODE 51 COUNTY (in city) CODE 510

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH (disputed)	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input checked="" type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME Herbert Bryant Associates

STREET & NUMBER [REDACTED]

CITY, TOWN Alexandria STATE Virginia 22313

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. City Records Office

STREET & NUMBER

CITY, TOWN Alexandria STATE Virginia

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Virginia Historic Landmarks Commission Survey

DATE 1968 FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS Virginia Historic Landmarks Commission 221 Governor Street

CITY, TOWN 221 Governor Street, Richmond STATE Virginia

7 DESCRIPTION

CONDITION

EXCELLENT
 GOOD
 FAIR

DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Context:

The Alexandria Archaeological Commission directed the Alexandria Archaeology Research Center to conduct subsurface tests of the property bounded by Lee, Montgomery, and First Streets, and the Potomac River (Figure 1), to determine if a tidal lock and holding basin of the Alexandria-Georgetown Canal still remained beneath the surface.

The tidal lock and holding basin were part of the seven-mile long Alexandria Canal completed in 1843 (Mitchell 1978). This canal played a major role in Alexandria's economic history. Trade in the city was increased and the town's importance as a port grew because of the canal's presence. The details of the canal's history and its economic role are discussed in the enclosed article by Mitchell (Attachment 1).

Boundary Justification:

The property being requested for nomination to the Register is land once owned by the Alexandria Canal Company, as defined by the 1877 Hopkins Insurance Map (Figure 2). Within the property are the lock and holding basin proper and potential canal related activity areas.

Internal Structure:

The following description is based on test excavations of the holding basin and tidal lock, historical documents and informant data.

The basin and lock walls are made of cut granite stone and the lock mechanism itself was of wood. Test excavations uncovered portions of the north and south walls of the basin and lock. The former consists of a facing of large cut granite blocks approximately 65cm x 45cm x 15cm to 25cm x 10cm x 15cm, which are dry laid with stone rubble of varying sizes behind it. The latter is made of very large granite blocks set in mortar. The blocks, which are about 160cm in length (not enough was uncovered to determine width), were smooth-dressed on the locks interior and rough on the exterior (see Photo 1).

Other structures and features are also present on the property. One structure is a "block house" built in the 1910s or '20s. Only the walls remain. Also present are the remains (rubble) of a shelling mill of the same time period and concrete slabs from a fertilizer plant built at the turn of the century. These features and structures do not relate to the canal and its

(See Continuation Sheet #1)

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input checked="" type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES Charter approved 1833 BUILDER/ARCHITECT Alexandria Canal Co.
 work commenced 1834, dedicated 1843

STATEMENT OF SIGNIFICANCE

The Alexandria Canal tide lock and holding basin, the only locally remaining portions of the Alexandria Canal, are significant physical representations of an economic rebirth for the City of Alexandria during the middle of the 19th century. In fact, the construction of the canal was a major reason for this increase in economic activity.

The Alexandria Canal was in operation from 1843-1886, except for the era of the Civil War. It ran from a terminal in Georgetown, was carried across the Potomac River on a aqueduct, then ran along the west side of the Virginia shore, crossed Four Mile Run on another aqueduct, entered Alexandria, and descended to the Potomac by means of three lift locks, lowering barges to the river at low tide. The entire canal system was about seven miles long.

The first agitation for a canal from Alexandria to Georgetown followed authorization by Congress in 1805 for construction of a causeway across that part of the Potomac between Mason's Island and the Virginia shore. The causeway obstructed safe passage for boats and thus rendered navigation between Georgetown and Alexandria hazardous and impractical. Also, the C&O Canal was extended to Georgetown instead of stopping at Rock Creek, as originally planned. Thus, Alexandria was by-passed in every imaginable way, with ocean-going ships sailing directly to Georgetown. Alexandria's economic existence was threatened.

The construction of the canal and its use for twenty years alleviated this threat and improved the commercial life of the city, particularly with the coal that was brought down from Georges Creek, Maryland. The coal was to fuel various industries of the area, and from the tidelock was exported from Alexandria to other U.S. cities.

Thus, the canal played a major part in an important period of Alexandria's commercial development. Unfortunately, the tide lock and adjacent holding basin are the only remains of this commercial/industrial structure. All other sections of the canal are either under modern buildings or are destroyed. Because the tide lock and basin are the only remaining sections, the City of Alexandria feels that it is important to recognize and preserve them for public enjoyment and education as significant elements of the local history.

(See Continuation Sheet #3)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Hopkins, G.M. City Atlas of Alexandria, Virginia. Philadelphia: F. Bourquin's 1877.
House of Representatives, Document #47. December 27, 1836.
Map. Alexandria. Unknown.
Mitchell, Vivienne. "A Canal for Alexandria." Alexandria History. Publication of the
Alexandria Historical Society. Alexandria, Virginia 1978.
(See Continuation Sheet # 7)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 5.7 acres

QUADRANGLE NAME Alexandria, VA

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A	ZONE	EASTING	NORTHING
B	ZONE	EASTING	NORTHING
C	ZONE	EASTING	NORTHING
D	ZONE	EASTING	NORTHING
E	ZONE	EASTING	NORTHING
F	ZONE	EASTING	NORTHING
G	ZONE	EASTING	NORTHING
H	ZONE	EASTING	NORTHING

B	ZONE	EASTING	NORTHING
D	ZONE	EASTING	NORTHING
F	ZONE	EASTING	NORTHING
H	ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES
(See Continuation Sheet # 7)

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY (2) (See Continuation Sheet #7)

NAME / TITLE

(1) Terry H. Klein, Survey Archaeologist

ORGANIZATION

Alexandria Regional Preservation Office

DATE

March 16, 1979

STREET & NUMBER

Box 178 City Hall

TELEPHONE

(703) 750-5798

CITY OR TOWN

Alexandria

STATE

Virginia 22314

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Tucker Hill, Executive Director
Virginia Historic Landmarks Commission

DATE NOV 20 1979

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

KEEPER OF THE NATIONAL REGISTER

ATTEST:

DATE

CHIEF OF REGISTRATION

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY

RECEIVED

DATE ENTERED

ALEXANDRIA CANAL TIDE LOCK, Alexandria, Virginia

CONTINUATION SHEET 1

ITEM NUMBER 7

PAGE 1

activities, but do represent early 20th century waterfront industries in Alexandria and should not be considered intrusions within the nominated property. Rather, they are part of the continuous economic use of this waterfront area.

Archaeological Testing:

In the first stage of archaeological testing, a north/south transect was laid across the supposed locations of the canal basin. The holding basin was identified as such by local informants. Also, an oblong depression could be seen from the surface and aerial photos (see Photo 2).

A series of one-meter by one-meter squares were placed over the postulated locale of the walls and excavated to about 35cm (figure 3). One square was taken down 85cm. No walls were found. The northern most square did locate part of the foundation of the fertilizer plant, which burned in 1970 (Photo 3).

It was apparent that the walls were burned much deeper than expected. A back hoe was brought in and dug out portions of the transect. The walls of the holding basin were found about two meters below the surface (Figure 4 & 5).

Guided by informants, a back hoe trench was placed in the supposed area of the tidal lock. The backhoe uncovered the north wall at about 65cm below the surface. Hand excavations extended the trench to the south, and the south wall was also found. Additional squares were placed west of the exposed area of the north wall to determine what part of the lock was exposed by our excavations. Testing revealed a right angle jog in the north wall. We then hypothesized that the exposed area was part of the lock-gate mechanism, but not knowing if it was the west or east gate area (Figure 6).

Also uncovered in the trenching was a long cement beam running from the south wall of the lock to the north. This feature was probably a later addition, possibly a base upon which some structure was built over the lock when it was abandoned. (See Photo 4).

Data Limitations:

No additional testing was done than that described above for fear of damaging the integrity of the site. There is still the possibility that remains of activity areas related to the canal may be present below the surface within the nominated property. References to these activities can be found in historical documents (e.g. mule tow paths) and photos (See Figure 7a and 7b). Therefore, the archaeological potential of this property cannot be fully assessed without additional, and thorough testing.

(See Continuation Sheet #2)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

ALEXANDRIA CANAL TIDE LOCK, Alexandria, Virginia

CONTINUATION SHEET 2

ITEM NUMBER 7

PAGE 2

Supplementary Data, Virginia Research Center for Archaeology

The number four tide lock of the Alexandria Canal is situated in a heavily urbanized area on the west bank of the Potomac River. At the present time the site is under three to five feet of fill covered by one to two feet of standing water. At the time of its construction it measured twelve feet fifteen inches across at its widest point and extended sixteen feet in depth. Architectural drawings of the tidelock detail its construction. Lock walls consisted of cut stone, whereas the lock foundation consisted of sheet piling and timber flooring, reinforced with iron spikes.

The number four tide lock of the Alexandria Canal was an integral unit of the seven mile canal linking Alexandria to Georgetown. At that point the 184.5 mile Chesapeake and Ohio Canal terminated, providing inland water transportation as far northwest as Cumberland, Maryland.

The Alexandria Canal had four locks situated within the city of Alexandria between Montgomery and First Streets. A terminal at Union Street permitted the docking of ocean-going vessels. At the present time the number four tide lock is the only surviving structure of the Alexandria Canal lock system.

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY
RECEIVED
DATE ENTERED

ALEXANDRIA CANAL TIDE LOCK, Alexandria, Virginia

CONTINUATION SHEET #3

ITEM NUMBER 8

PAGE 1

In addition, this portion of the canal is one of only two known archaeological sites of the industrial period in Alexandria (the other is the Mt. Vernon Cotton Factory) and is one of the few sites which relates to Alexandria's commercial development, particularly to a time of a rebirth in the City's prosperity.

The tide lock and basin are the only restorable archaeological properties along Alexandria's historic waterfront. For this reason, the properties have received special attention in both Federal and Municipal planning studies on the Alexandria waterfront. These plans recommend that the canal lock and basin be recognized as significant archaeological properties and be preserved and restored as part of an overall historic waterfront development for public interpretation and enjoyment.

(See Continuation Sheet #3a)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

ALEXANDRIA CANAL TIDE LOCK, Alexandria, Virginia

CONTINUATION SHEET 3₃

ITEM NUMBER

8

PAGE 2

Supplementary Data, Virginia Research Center for Archaeology

Proposed at the instigation of the local citizenry, the Alexandria Canal provided a means of economic survival for the shipping industry of the town of Alexandria, Virginia. The number four tide lock of the Alexandria Canal is the only intact remnant representing that historic nineteenth-century structure.

During the eighteenth century Alexandria was a major mid-Atlantic port. Situated on the main channel of the Potomac River, numerous foreign and domestic seagoing vessels utilized the maritime facilities of the City of Alexandria. In turn, the city depended heavily upon the commerce generated by shipping and trade.

In the years prior to the American Revolution, northern Virginia became the principal wheat producing district in the state. During the earliest years of the nineteenth century this area manufactured seventy per cent of the flour produced in the entire state. Although tobacco production declined steadily during this period, export records indicate that much Maryland tobacco was dispatched from the port of Alexandria. Other export commodities such as alcoholic beverages, hides, grains, meat, forest products, gun powder and salt comprised the trade enjoyed in Alexandria.

On December 3, 1789, the Virginia Assembly donated a portion of Fairfax County, to be incorporated along with acreage given by the State of Maryland, to form the geographical and political entity which became known as the District of Columbia. Later, on March 3, 1791, an Act of Congress amended the earlier act and included the city of Alexandria within the ceded territory. The new federal city, Washington, was created.

Washington, from its inception, presented Alexandria with a strong rivalry for population, investment capital, and trade. Because Washington was supported by government interests, Alexandria soon suffered the negative effects of this competition.

When Congress was considering an act which would close the western and main channel of the Potomac River by the construction of a causeway, thereby cutting off the largest portion of Alexandria's descending trade, the city's citizens protested vehemently. Their remonstrations went unheeded and the Act was passed.

Consequently, as soon as the channel was dammed up and the causeway constructed, Alexandria's trade dropped sharply. The city appealed to Congress for the authority to cut a canal around the causeway and an Act was passed for that purpose. However, due to the costliness of the War of 1812, which began immediately thereafter, construction was not begun. Following the war, when financial support was again available, the sponsoring legislation had expired. At that time the Chesapeake and Ohio Canal was proposed. Alexandria pledged \$350,000 to the

(See Continuation Sheet #4)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

ALEXANDRIA CANAL TIDE LOCK, Alexandria, Virginia

CONTINUATION SHEET 4

ITEM NUMBER 8

PAGE 3

project with the condition that the Chesapeake and Ohio Canal should connect with Alexandria by means of a lateral canal.

As soon as construction was begun, the corporation of Washington, which held the controlling interest in the C and O Canal Company, insisted that the canal be extended to that city immediately. Consequently, boats were carried throughout the length of Georgetown, while Alexandria received no benefit from the canal.

In reaction to this move Alexandria's citizens raised additional funds toward the construction of the Alexandria Canal. An issue of the Alexandria Gazette and Virginia Advertiser recounts the festivities which marked the commencement of construction.

On July 4, 1831 at 9 A.M. a parade assembled at the Town Hall and proceeded to the site of construction. At the head of the parade was a Band of Music, followed in order by Volunteer Companies, the President and Directors of the Alexandria Canal and Chesapeake and Ohio Canal Companies, the Mayor and Common Council of Alexandria and their counterparts from Washington and Georgetown, Officers and Soldiers of the Revolution, Civil Officers, Officers of the Army and Navy, Strangers (undescribed as to importance), Officers of the Militia not on duty, school teachers and their pupils, Masonic Societies, and other undesignated societies. All interested citizens were invited to join in the procession.

General Alexander Hunter was appointed Chief Marshal of the Parade. He was to be attired in white vest and pantaloons, with a plain blue coat and chapeau, and to wear a red scarf. His Assistant Marshals were to be similarly dressed but to wear blue scarves. All Marshals were to wear swords. In spite of this auspicious beginning, the work proceeded slowly, largely because of escalating construction costs.

On December 22, 1836 the Common Council of Alexandria presented to Congress a memorial requesting financial assistance for the construction of the lateral canal to Alexandria. In their petition the Council indicated that they had already expended considerable funds toward building an Alexandria canal, whereas their investment in the Chesapeake and Ohio Canal Company entitled them to benefit from the C and O Canal's construction. Congress reacted sympathetically and financial support was made available.

(See Continuation Sheet #5)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

ALEXANDRIA CANAL TIDE LOCK, Alexandria, Virginia

CONTINUATION SHEET 5

ITEM NUMBER 8

PAGE 4

Finally on Monday, December 4, 1843 the first canal boat traversed the Alexandria Canal. Again this milestone was marked with celebration. The President, Directors and Engineers of the Canal Company, the Mayor, and certain other citizens embarked from the Potomac Aqueduct in the canal boat Pioneer and after an hour's journey, reached the corner of Washington and Montgomery Streets in Alexandria where they were met by a cheering crowd. An honorary salute was fired, the American flag was hoisted in the Public Square, and all vessels in port were decorated with flags. Later that day, the first canal boat with trade goods arrived from upriver. Thus, the Alexandria Canal connected inland trade with seagoing vessels and comprised a significant link in the eastern shipping chain.

The Alexandria Gazette and Virginia Advertiser a few months later states that "thus far the trade has given satisfaction to all who have come to this market."⁽¹⁾

Although since 1838 the Baltimore and Ohio Railway became increasingly competitive in the transportation of inland produce, terminating at Baltimore rather than Alexandria, relatively high eastern railway rates favored the success of the C and O Canal and therefore Alexandria and Georgetown. Alexandria's trade flourished during the 1840s reaching a zenith in 1846. When in October 1850 the C and O Canal was completely extended to Cumberland, Maryland, a considerable coal trade resulted, which offset the loss in agricultural products diverted by the B and O Railway from Alexandria to Baltimore.

During the war years the Alexandria Canal was drained and the tidelock filled in. Subsequent to the Civil War, the Alexandria Canal Company attempted to resume business. However, difficulties arose because all but one member of the Board of Directors refused to take the oath of allegiance. A new Board was appointed and by 1866 the Canal, including the tide lock, was restored to use.

The Alexandria Canal tide lock continued to function until 1887, at which time the property was auctioned. Subsequent short term uses were made of the site, including the construction of icehouses and storage facilities. Current ownership of the tide lock property is under dispute between the federal government and the firm of Herbert Bryant Associates.

(1) Alexandria Gazette and Virginia Advertiser, April 8, 1844

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

ALEXANDRIA CANAL TIDE LOCK, Alexandria, Virginia

CONTINUATION SHEET 6

ITEM NUMBER 8

PAGE 5

The Alexandria Canal tide lock is archaeologically significant because it provides the opportunity to study a nineteenth-century tide lock construction and to correlate archaeological findings with documentary evidence. Excavation of the tide lock site potentially would provide insight into nineteenth-century commerce and maritime architecture.

The number four tide lock of the Alexandria Canal is the last surviving remnant of the Alexandria Canal system and therefore should be preserved. At the present time urbanization poses a direct threat to the structure, which is an integral part of the rich economic and cultural heritage of historic Alexandria.

Martha W. McCartney

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

Alexandria Canal Tide Lock, Alexandria, Virginia

CONTINUATION SHEET #7

ITEM NUMBER 9.10.11 PAGE 1

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Moore, Gay Montague. Seaport in Virginia. Charlottesville: University of Virginia Press, 1972.

Morgan, Maxine Goff. "A Chronological History of the Alexandria Canal." Arlington Historical Magazine, 1965, 1966.

Tide Locks Plans.

Tilp, Frederick. "Canal fueled city homes, ocean trade." The Packet, May 4-11, 1977, p.6.

William and Mary Quarterly. Williamsburg, Virginia. April 1932.

10. GEOGRAPHICAL DATA

11. FORM PREPARED BY

2) Martha W. McCartney
Virginia Research Center for Archaeology
Wren Kitchen, College of William & Mary
Williamsburg, Virginia 23186

March 1979
(804) 253-4836