

CANAL Alexandria Canal, Virginia (Alexandria and Georgetown Canal)		(FOR ACS USE)		
STATUS few remnants		DATES OF CONSTRUCTION & CLOSURE c.1333-1343, ab.1336		
LOCATION (ENDPOINTS OF CANAL) Georgetown (Washington, D.C.) to Alexandria, Va.		LENGTH CANAL <u>7</u> SLACKWATER _____ TOTAL <u>7</u>		
LIFT LOCKS	NBR. <u>4</u>	DIMENSIONS LOCK CHAMBER <u>15 x 100'</u> OVERALL _____	AQUEDUCTS NBR. <u>1</u> SECTION SIZE <u>17'</u>	TUNNELS <u>0</u>
DESCRIPTION: (Type of navigation, features of note (include USGS coordinates where useful); e.g., feeders (navigable & otherwise), locks other than above type of locks, use of unusual material or methods of construction, present owner, present use & condition, etc.)				
<p>When construction began on the Chesapeake & Ohio Canal up the Potomac from Georgetown, the town of Alexandria, Va., with an eye on a share in the trade as the seaport of the Potomac, chartered in 1330 the Alexandria Canal Company, to build a 7-mile extension of the C&O Canal from Georgetown down to Alexandria. The most spectacular feature of this canal, which opened in 1343, was the Potomac Aqueduct, later called the Aqueduct Bridge, which carried the canal from Georgetown to the Virginia side of the Potomac. This aqueduct was a feat of considerable engineering skill, particularly in excavating as far as 23 feet below water level for the stone piers. Originally intended to be a stone-arch aqueduct, for reasons of economy - although still costing half a million dollars - it had stone abutments and 3 stone piers, with a wooden trough. During the Civil War the aqueduct was drained and used as a bridge, and the canal as a military road. When the canal was resuscitated after the war,*</p>				
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION:				
REPORTER'S NAME & ADDRESS: W. B. Trout, III, 1232 Cinco Pobles Drive, Duarte, California 91010				DATE 31 July 1973
HISTORICAL SUMMARY: (Original aims of company, date of incorporation, prominent engineers, cause of closure, significant alterations to structure or route, height of traffic date, transfers of ownership, etc.)				
<p>*it was given a second tier to carry vehicular traffic, and later a railway. When abandoned in 1336, the trough was replaced by an iron truss bridge. In 1962, all the piers but one, saved by the Arlington Historical Society, were blown up by the C of E. The abutment on the Georgetown (C&O) side is still intact.</p> <p>The canal itself was 7 miles long with at least 4 stone-arch culverts, 2 stop locks, and a flight of 3 cut-stone lift locks and a tide lock in Alexandria. None of these structures are visible today. The most interesting culvert was over 4-mile Run; it had a very long embankment and not only crossed the run but a road and later a railway. These culverts were destroyed by the George Washington Parkway. No sign of the four locks is now visible. A Ramada Inn has been constructed over one site, but there is still a chance that the three others are merely covered up.</p>				
BIOGRAPHICAL SUMMARY: (Published works relating to Canal)				
<p>Morgan, Maxine Goff, "A Chronological History of the Alexandria Canal", Parts I and II, in the Arlington Historical Magazine, Vol.3, No.1, Oct.1965, pp.3-16 and V.3, No.2, Oct.1966, pp.3-23.</p> <p>"The Alexandria Canal and a Train Wreck", Schoes of History, January 1973, pp.1-7.</p> <p>Peterson, Arthur G., "The Old Alexandria-Georgetown Canal and Potomac Aqueduct", Va.Mag.of Hist & Biog., II, Oct. 1932.</p>				
UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES				
<p>Annual Reports of the Alexandria Canal Company to the Virginia Board of Public Works, Virginia State Library, Richmond, Va. 23219.</p> <p>Files in the Office of Chief of Engineers, U.S. Army</p>				
NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:				
RETURN TO: CANAL INDEX COMMITTEE, C/O P.H.STOTT, HAINES ROAD, MOUNT KISCO, NEW YORK 10549				

USE ADDITIONAL SHEETS AS NECESSARY,
TO MAKE AN INDEX CARD SUITABLE FOR FILING. CUT ALONG THE HEAVY LINES AND FOLD BACK ALONG THE DOTTED LINE.