

# Canal Place Preservation and Development Authority and the Passages of the Western Potomac Heritage Area for the Canal World Conference

Presented by  
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Executive Director



**PASSAGES**  
OF THE  
**WESTERN POTOMAC**  
HERITAGE AREA



August 31, 2021

Canal Place Enabling Legislation

House Bill 680

Signed by Governor William Donald Schaefer  
1992

Established to create and develop a historic  
Chesapeake & Ohio Preservation District  
in the city of Cumberland, Maryland.

# Why Canal Place was Created

- The C&O Canal was one of the great historic waterways in the U.S. extending 184.5 miles from Georgetown to Cumberland.
- The condition of the C&O Canal in Cumberland was severely deteriorated with the last mile of the canal buried under a flood control project from the 1950's.
- An opportunity existed to rediscover the value of the waterway and transform the canal and adjacent lands within the city into a showpiece of historic preservation that would enhance recreational, commercial, and economic activities in Cumberland.

# Canal Place Authority

The Canal Place Preservation and Development Authority (CPPDA), an independent Maryland State Agency, was created to oversee the preservation, development, and management of the historic Chesapeake and Ohio Canal Heritage Area and to administer the Chesapeake and Ohio (C&O) Canal preservation district in Cumberland known as the “Canal Place Heritage Area” (CPHA), Maryland’s first heritage area.

# CPPDA Organization

The CPPDA is governed by a nine-member Authority. Six members are appointed by the Governor with the advice and consent of the Senate. The remaining three members are representatives of the United States Department of the Interior, the Maryland Historical Trust, and the Mayor and City Council of Cumberland. The Governor designates one of the members as Chairman. The Authority is required to appoint an Executive Director who is the Chief Administrative Officer and Secretary to the Authority.

# CPPDA Organization

The CPPDA has a staff of three who are charged with operating the state agency. Staff consists of the Executive Director, a Financial Manager, and an Executive Assistant that carry out the Canal Place Management Plan as well as all state compliance and reporting, management of the property and the retail shops. A contractual facilities manager and his part-time staff tend to routine maintenance and upkeep of the entire grounds. Staff also administers the Passages of the Western Potomac Heritage Area (PWPHA) formerly the Canal Place Heritage Area.

# Mission Statement

In cooperation with local, state, and federal stakeholders the CPPDA will effectively manage the property and facilities at Canal Place and be a catalyst for the enhancement, preservation, and promotion of the assets and attractions within the heritage area in order to foster economic development and heritage tourism in Allegany County.

# Canal Place



Located in Cumberland, MD at the terminus of the C&O Canal Towpath and Mile Marker 0 of the Great Allegheny Passage. Canal Place also lies adjacent to the North Branch of the Potomac River and the Western Maryland Scenic Railroad.



# History of Canal Place

- Named for the historic core of Cumberland, MD, centered on the C&O Canal National Historic Park and the Western Maryland Railway Station.
- It was created as a result of four initiatives: re-watering and interpreting the C&O Canal; the desire to advance Cumberland's economic status through tourism; deep pride and interest in preserving the rich architecture of the city; and the planning efforts of the State and National Park Service in the combined roadway (Canal Parkway) and park development plan.

# Canal Place Property

Canal Place sits on 11 acres of property and contains retail shops, a festival grounds and stage, three (3) parking lots, the Historic Western Maryland Railway Station, the Fairfield Inn, and the Historic Footer's Dye Works Building.

The majority of the Canal Place operating budget is generated from income earned from tenant leases from office space within the Station, the Shops at Canal Place, parking, and grounds use rentals.

# Western Maryland Railway Station



*Photo credit: Dave Romero, Vibrant Image*



# Shops at Canal Place



# Fairfield Inn





# Canal Boat Replica



# Footer's Dye Works





# Festival Grounds





# C&O Canal Offices and Educational Center



# Passages of the Western Potomac Heritage Area

The Passages of the Western Potomac Heritage Area (PWPHA) encompasses approximately 730 acres located within the City of Cumberland and an estimated 300 acres within the city of Frostburg and is the only Certified Heritage Area management entity that directly owns and manages real property. Within that 1,000 plus acres, approximately 11 acres is the property owned and administered by the CPPDA (State of Maryland).



# Passages of the Western Potomac Heritage Area

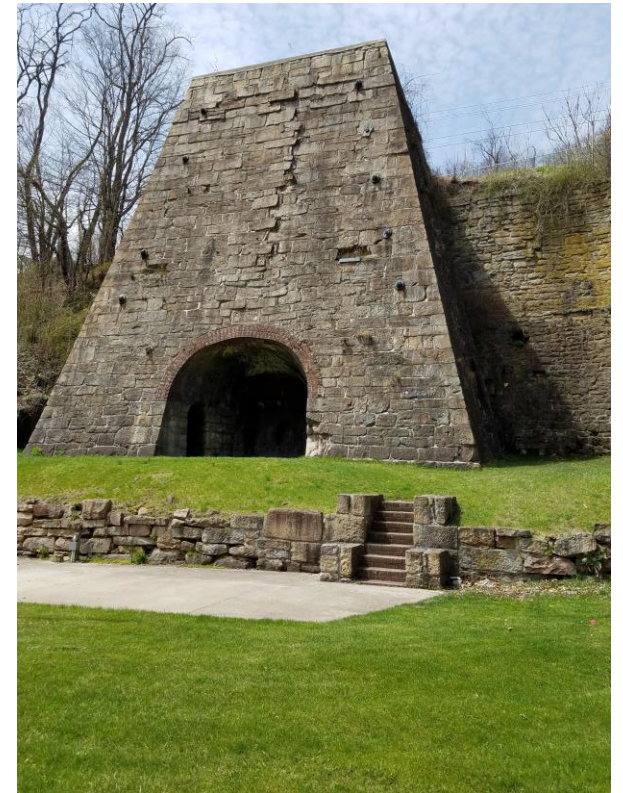
The remaining non-State-owned acres of the Heritage Area include most of the historic downtown of the City of Cumberland, land adjacent to the Potomac River, and the federally-owned Chesapeake and Ohio Canal National Historic Park, which is administered by the National Park Service and the historic district in the city of Frostburg.





# Passages of the Western Potomac Heritage Area

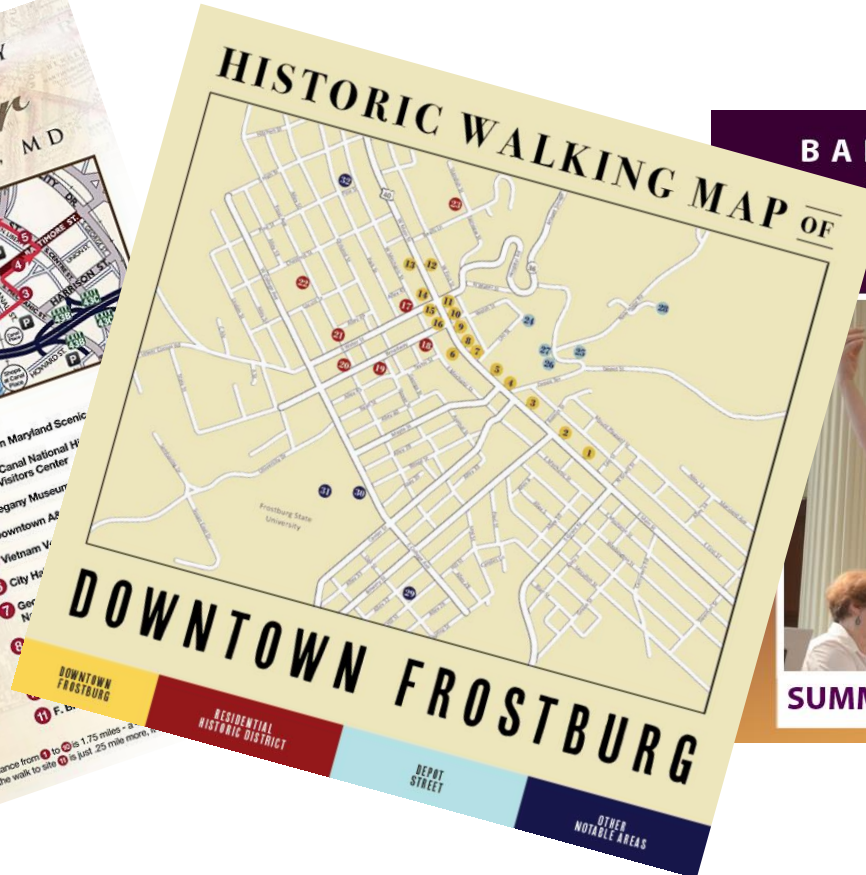
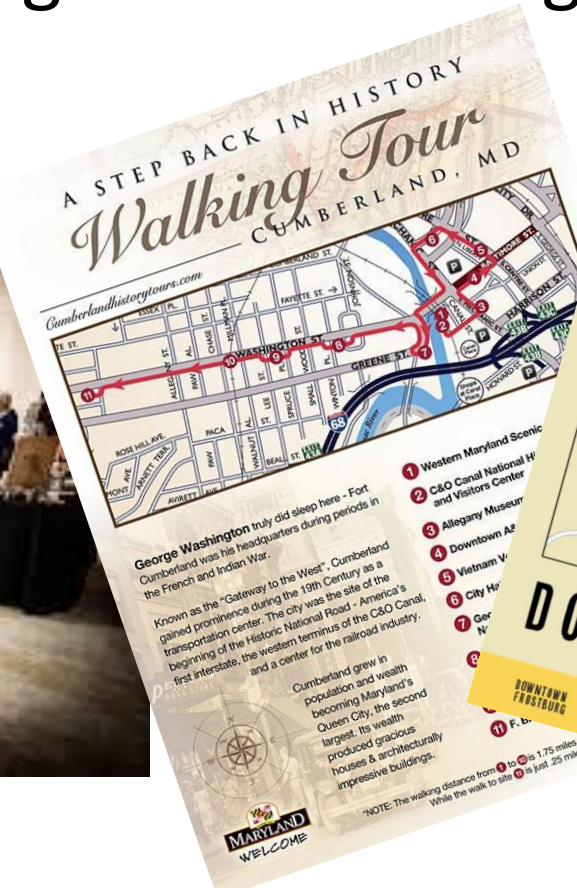
The PWPHA Management Plan Update is currently underway and includes an expansion further into areas of Allegany County.





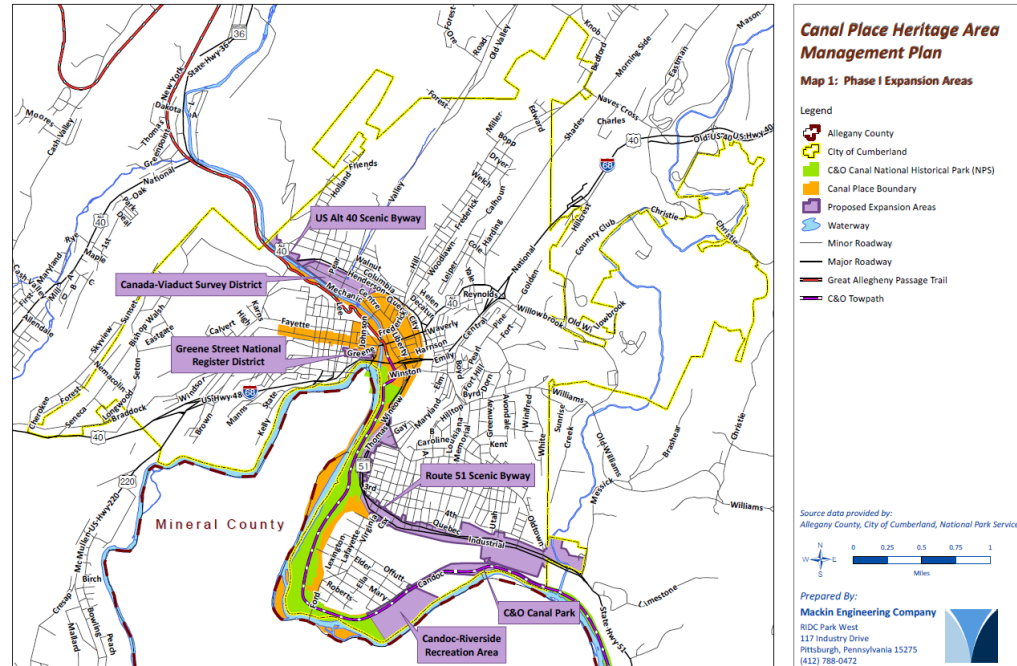
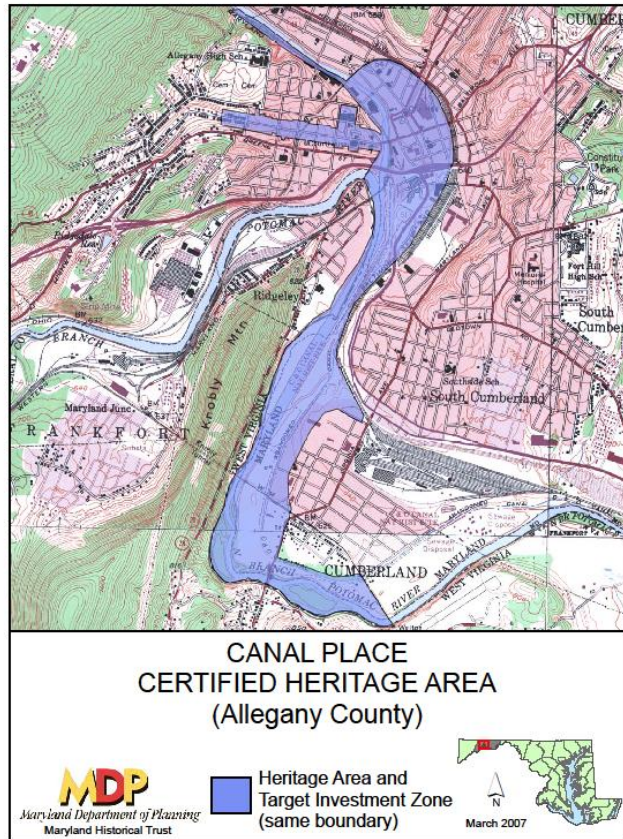
# Passages of the Western Potomac Heritage Area

Provides funding through the Maryland Heritage Areas program for heritage tourism related projects.





# PWPHA Map Including Expanded Boundaries



# About the Heritage Area

Preserving, or assisting in the preservation, of buildings, structures, and settings of historical value;

Conducting activities to educate the public about the history and significance of the heritage area;

Providing recreational uses of the heritage area;

Facilitating economic development in the Heritage Area, such as through public and private investment in adaptive reuse, interpretive attractions, or other activities.



# PWPHA Theme

Each of Maryland's Heritage Areas is defined by a distinct theme that makes that place different from other areas in the state.

The PWPHA theme is based on the early American transportation modes including the North Branch of the Potomac River, the C&O Canal, railroads, trails, and the National Road that all converged in Allegany County.

## Crossroads of America Mural

**About this sign**  
The outline drawing above represents the historical theme of this sign. The sign is made of wood and is mounted on a wooden post. The sign is located in the center of the town of Allegany, Maryland. The sign is a historical marker for the town of Allegany, Maryland. The sign is a historical marker for the town of Allegany, Maryland. The sign is a historical marker for the town of Allegany, Maryland.

**P**rior to the arrival of Europeans the area which is now Allegany County was populated by American Indians. The first inhabitants we know of were here as long as 9000 years ago. The first people encountered here by Europeans here were the Seneca. Among other researched translations, many believe the name Allegany originates from a local Seneca or Delaware word, which means "best flowing river of the hills" or "beautiful stream".

**I**t is the geography of Allegany County which made it a crossroads of American history. The North Branch of the Potomac River gave access to this mountainous region, which was teeming with wildlife. At Cumberland, Wilks Creek cut through the mountains at the Narrows, creating a convenient way to go West or North from Cumberland. Indians and settlers traveled these routes on foot and horseback long before thoughts of roads, canals and railroads existed.

**F**ort Cumberland was built in 1754 on the hill just across Wilks Creek from where you are standing. In 1755, British General Edward Braddock (1699-1755), left Fort Cumberland with young Colonel George Washington to lead an expedition to push the French out of Fort Duquesne, which was located in what is now Pittsburgh, Pennsylvania. Braddock was killed and command of the troops fell to Washington. It can be said that George Washington's military career started here. He visited Cumberland again in 1794, this time as President and Commander-in-Chief, to suppress the Whiskey Rebellion.

**A**mong the first European settlers in Allegany County were Thomas Cresap (c. 1702-c. 1790) and his wife Hannah Johnson (1705-1744). They established a trading post at Clifton, along Warrior Run, an East-West trail frequented by the American Indians for trading and raiding. The Cresaps befriended Nemacolin, (c.1715-c.1767) a hereditary chief of the Delaware Nation. Cresap and Nemacolin blazed a trail linking Wilks Creek to the Monongahela River, a tributary of the Ohio River. It was this trail which Braddock later improved to take supply wagons westward on his ill-fated mission. That road became known as Braddock's Road.

**T**he Cumberland Road was authorized by President Thomas Jefferson in 1806 as an improvement on the Braddock Road as well as an extension westward from Uniontown, Pennsylvania to Wheeling, West Virginia on the Ohio River. This was the first federally-funded major highway project. The road was used by thousands of travelers as the beginning of their journey to the West and Comestoga wagons loaded with pioneer provisions were a common site in the early to mid-1800s. The National Road toll house built in 1835 when Congress turned the responsibility of maintaining the National Road back to the states.

**W**hile local Georges Creek coal was known to exist in the 18th century, it was not until the 1820s that coal obtained some degree of commercial importance. Georges Creek coal, such as that of the Koonitz Mine, was prized for its steam-producing qualities. It was used in locomotives, steamships, and was shipped worldwide. Coal also created jobs and this spurred the immigration of many Irish, German, Scottish and Welsh miners. Coal mining also led to the early development of such railroads in this area including the Cumberland and Pennsylvania Railroad, the George's Creek Railroad and the Western Maryland Railway.

**T**he Baltimore & Ohio Railroad Company, or B&O, was formed in 1827 as an alternative to the C&O Canal. Construction began in Baltimore in 1828. The railroad reached Cumberland, Maryland in 1842 and the tracks to Wheeling, West Virginia (then part of Virginia) were completed in 1852. The 379-mile-long Baltimore and Ohio Railroad became the first railroad to reach the Ohio River from the seacoast. While the cost of shipping by canal or rail were comparable at first, improvements in steam engines eventually reduced the time and cost of shipping by rail. This, combined with other factors, signaled the end of the canal era.

**T**he Chesapeake & Ohio Canal was conceived as a way to connect the Atlantic seaboard with the Ohio River to facilitate East-West trade and migration. Construction on the 184.5-mile canal, which connected Georgetown in Washington, DC to Cumberland, Maryland, began in 1828. The canal reached Cumberland in 1850. The Western section, which was to connect Cumberland to the Ohio River, was never built. The main cargo of canal boats was coal. In 1913, canal boats shipped almost 174,000 tons of coal downstream. The canal boats were pulled by mules that walked along a towpath that is now a bike trail that begins here and goes all the way to Washington, DC.

**W**ith its intersection of rivers, canals, roads and railroads, Cumberland became a major hub for transportation and a manufacturing center. By the mid-19th century, Cumberland was the second largest manufacturing center in the state. Local industries included breweries, glass manufacturing, textiles, tires, and iron and steel production. At its peak, the Queen City Brewery produced over 250,000 barrels of beer and ale per year. Glass factories flourished here between 1884 and 1992 thanks to abundant local coal and silica. The Kelly-Springfield Tire Company established a plant that covered 81 acres in Cumberland and employed over 2,000 people.

**A**ppearing in Allegany County in the mid-19th century—the Underground Railroad, The Canal Company hired enslaved workers from Virginia to complement the Irish and German work crews. Many Canal workers, lived in Shantytowns, a part of Cumberland just south of Canal Place. Runaway slaves could follow the canal to Shantytown. There they would wait for a signal from the Emmanuel Episcopal Church which was built where Fort Cumberland once stood. In a maze of tunnels under the church, the runaways would find rest and food, as well as instructions on how to travel the few remaining miles to the Mason-Dixon line and freedom.

**C**umberland's manufacturing prosperity led it to become the second largest city in Maryland and earned the nickname "Queen City". With plenty of money to spend, local businesses invested in the beautifully designed buildings which line the main street of Cumberland's downtown area—Baltimore Street. The Queen City Station Hotel, built in 1871 by the B&O railroad had 174 rooms, a 400-seat dining room and formal gardens. Wealthy citizens sponsored the construction of numerous steeped churches and the Bir Chayin synagogue, among the very oldest in the United States. They also built elaborate homes in a variety of styles for themselves on Washington Street, an extension of Baltimore Street.

**A**llegany County has held onto its roots as a crossroads. From Canal Place in Cumberland, bikers and bikers can travel east along the C&O Canal Towpath all the way to Washington, D.C. They can also travel west on the Great Allegheny Passage, which extends all the way to Pittsburgh, Pennsylvania. The originating point of the National Road is just across Wilks Creek from this mural. US Route 40 largely follows the route of the old National Road going west from Cumberland. Visitors can also still ride the rails in Cumberland, either on the Western Maryland Scenic Railway here at Canal Place or from the Amtrak station, which is located where the Queen City Station Hotel once stood.

**A**ll of the information on this mural was researched and written by the author. The author is a professional historian and a member of the Maryland Historical Society. The author is a professional historian and a member of the Maryland Historical Society. The author is a professional historian and a member of the Maryland Historical Society.

**40 Years**  
CELEBRATING 40 YEARS OF SERVICE TO THE ARTS  
MDCAG



# PASSAGES OF THE WESTERN POTOMAC MAKES AN IMPACT

**\$19.5 MILLION**  
in economic impact



**273 JOBS**  
supported and sustained

**\$2.6 MILLION**  
in state and local tax revenue



**3** Centuries of American History

**Mid-1800<sup>s</sup>** – Major Transportation Center

**1<sup>st</sup>** Maryland Certified Heritage Area created in **1993**

The completion of the Chesapeake and Ohio Canal, and the arrival of the Baltimore and Ohio Railroad converted Cumberland into a major transportation and industrial center. Cumberland grew to be Maryland's second largest manufacturing center in the **mid-19th century**.

In **1811**, construction of the very first portion of the National Road – the first federally funded highway – began.

Western Maryland Scenic Railroad is one of the few passenger rail lines in continuous operation since the **1980<sup>s</sup>**

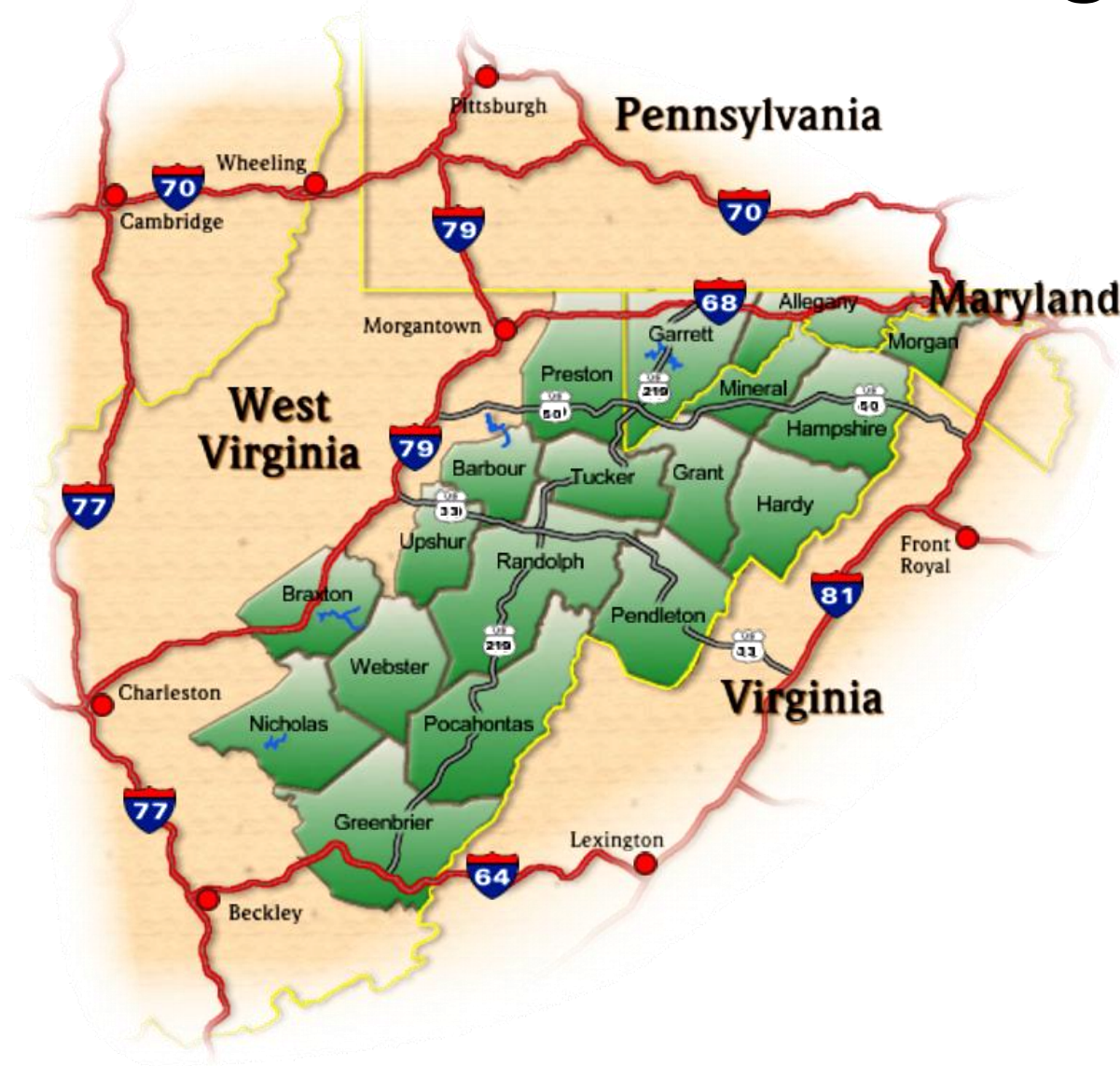
# PWPHA Funded Projects



*Photo credits: Frostburg Depot, John Cowgill; Washington's Cabin, Dave Romero of Vibrant Image; Allegany Museum, Allegany Museum website.*



# Appalachian Forest National Heritage Area



# About the Appalachian Forest National Heritage Area

- Includes 16 West Virginia Counties and Allegany and Garrett Counties in Western Maryland.
- Designated a certified national heritage area in March of 2019.
- Theme based on the stories of the Appalachian Forest and how those stories shaped the history and culture of the central Appalachian Forest.
- Currently in the management plan stages.
- Please visit [appalachianforestnha.org](http://appalachianforestnha.org) for more information.

# Current Canal Place Projects

# Re-Watering of the C&O Canal in Cumberland



# Project Info

- Re-watering of approximately 1.2 miles of the C&O Canal in Cumberland beginning at the terminus of the Canal located at Canal Place.
- 0.25 miles of the canal have been re-watered
- Purpose of re-watering is to transform the under utilized waterfront of the historic C&O Canal into a showpiece of historical preservation, to promote tourism, and to support recreation and economic development.
- Supported by Senators Cardin and Van Hollen, as well as Congressman Trone.



# River Park at Canal Place



**PASSAGES**  
OF THE  
**WESTERN POTOMAC**  
HERITAGE AREA



## LEGEND

- 1 CANAL PLACE &  
- W. MD. SCENIC RAILROAD
- 2 GREAT ALLEGHENY PASSAGE
- 3 NPS
- 4 FESTIVAL GROUNDS/SHOPS
- 5 PROPOSED FLOOD GATE/LOCK  
- SEPARATE STUDY
- 6 RE-WATERED CANAL
- 7 LOWERED LEVEE  
- SEPARATE PROJECT
- 8 C&O CANAL TOWPATH NP
- 9 MD RIVER TRAIL LOOP - 1.3 MILES
- 10 ADA RIVER ACCESS
- 11 YMCA CONNECTOR TRAIL WITH  
- UNDERPASS AT BLUE BRIDGE
- 12 BOATER ACCESS
- 13 FEATURE #1 AND WATER INTAKE
- 14 FEATURE DROP #2  
- DAM LOWERED 10-12'
- 15 FISH PASSAGE  
- CONTINUOUS PASSAGE
- 16 PARKING  
- UNDER I-68
- 17 WASHINGTON'S HEADQUARTERS &  
- NATIONAL RD MARKER ZERO
- 18 NATURAL ROCK SEATING
- 19 FEATURE DROP #3
- 20 FEATURE DROP #4
- 21 FEATURE DROP #5
- 22 FEATURE DROP #6
- 23 CSO OUTLET
- 24 FISH HABITAT
- 25 DEFLECTOR
- 26 TRESTLE LOOP TRAIL - 3.5 MILES  
- MARYLAND & WEST VIRGINIA
- 27 EMERGENCY VEHICLE ENTRANCE
- 28 FUTURE CARPENDALE, WV LOOP
- 29 EXISTING PEDESTRIAN BRIDGE  
- OVER WILLS CREEK

NOTE: The master plan is in conceptual form and subject to change during final design and funding.

**THE RIVER PARK AT CANAL PLACE  
CONCEPTUAL MASTER PLAN**



# Project Info

- Re-develop approximately 1.5 miles of the North Branch of the Potomac River located in Cumberland, MD.
- Includes river mitigation consisting of removal of Cumberland Dam. sediment clean up/removal, fish passage, and stream enhancement.
- Creation of water park to include whitewater features, boating and fishing access, trails and trail connections, viewing areas, and parking.
- Boundary survey now in progress.
- Construction to begin in Fall of 2022.

# River Park Economic Impact Info

River	Location	Estimated Annual User Days	Estimated Additional \$'s Spent In The Community Annually	Estimated Overall Positive Annual Economic Impact
Clear Creek	Golden, CO	12,000 – 14,000	\$910K - \$1.1M	\$1.3M - \$2M
Blue River	Breckenridge, CO	1,200 – 2,300	\$220K - \$460K	\$400K - \$1.1M
Gore Creek	Vail, CO	1,000 – 2,300	\$3.5M - \$4M	\$4M
Sacandaga River	Saratoga/Warren County NY	17,600 – 25,400	\$1.8M - \$2.8M	2.3M - \$3.7M
Cuyahoga River	Kent, OH	10,000 – 40,000	\$200K - \$800K	\$500K - \$1.7M
Yampa River	Steamboat, CO	75,700	\$4.9M	\$7.2M

# PWPHA Boundary Expansion

- Proposed expansion further into Allegany County to include under represented communities, MD Scenic Byways, Coal Heritage, public lands.
- Expansion will promote heritage tourism, help sustain historic and cultural treasures , encourage visitors and residents to embrace local history, foster partnerships, increase the local economy through heritage tourism jobs and visitor spending.



The End