

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Bainbridge Ferry
other names/site number Randol's Ferry/Littleton's Ferry

2. Location

street & number County Road 630 N/A not for publication
city or town Cape Girardeau vicinity
state Missouri code MO county Cape Girardeau code 031 zip code 63702

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Mark A Miles MAY 2, 2007
Signature of certifying official/Title Mark A. Miles/Deputy SHPO Date
Missouri Department of Natural Resources
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See Continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
 See continuation sheet
- determined eligible for the National Register.
 See continuation sheet
- determined not eligible for the National Register
- removed from the National Register.
- other,
(explain:)

Signature of the Keeper

Date of Action

Bainbridge Ferry
Name of Property

Cape Girardeau, Missouri
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

Number of Resources within Property
(Do not include previously listed resources in count)

- private
- public-local
- public-State
- public-Federal
- building(s)
- district
- site
- structure
- object

| Contributing | Noncontributing | |
|--------------|-----------------|------------|
| 0 | 0 | buildings |
| 1 | 0 | sites |
| 0 | 0 | structures |
| 0 | 0 | objects |
| 1 | 0 | Total |

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Historic and Historic Archaeological Resources of the Cherokee Trail of Tears, 1837-1839

Number of Contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION-Water Related

Current Functions
(Enter categories from instructions)

AGRICULTURE/SUBSISTENCE-Agricultural Field

7. Description

Architectural Classification
(Enter categories from instructions)

N/A

Materials
(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and Distinguishable entity who's components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations N/A

(Mark "x" in all boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

ETHNIC HERITAGE/Native American

Period of Significance

1837-1839

Significant Dates

1837-1839

Significant Person

(complete if Criterion B is marked)

N/A

Cultural Affiliation

Cherokee

Architect/Builder

N/A

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): N/A

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- Previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:

National Park Service, Long Distance Trails Office
Sante Fe, New Mexico

Bainbridge Ferry
Name of Property

Cape Girardeau, Missouri
County and State

10. Geographical Data

Acreage of Property 1.3 acres

UTM References

(place additional UTM references on a continuation sheet.)

| | | | | | | | |
|---|-------------------|-------------------|-------------------|---|-------------------|-------------------|-------------------|
| 1 | <u>16</u> | <u>284245</u> | <u>4143155</u> | 3 | <u> </u> | <u> </u> | <u> </u> |
| | Zone | Easting | Northing | | Zone | Easting | Northing |
| 2 | <u> </u> | <u> </u> | <u> </u> | 4 | <u> </u> | <u> </u> | <u> </u> |

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Philip Thomason/Teresa Douglass
organization Thomason and Associates date July 29, 2003
street & number P.O. Box 121225 telephone 615-385-4960
city or town Nashville state TN zip code 37212

Additional Documentation

submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 Or 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO) or FPO for any additional items

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Patrick McSpadden
street & number 1727 Peer Drive telephone 713-461-0933
city or town Houston state Texas zip code 77043

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Bainbridge Ferry
Cape Girardeau County, Missouri
Historic and Archaeological Resources of the Cherokee Trail of Tears

DESCRIPTION

The Bainbridge Ferry consists of the site of a significant ferry landing on the western shore of the Mississippi River. The site is located in Cape Girardeau County, approximately thirteen miles east of the county seat of Jackson. It is located at the end of the Bainbridge Road (County Road 630) past the road's termination at the Burlington Northern Railroad right-of-way. The site is at an elevation of 340' above sea level and is at the base of a range of hills which extend to 460' in height.

Bainbridge was established in the early 1800s as an important ferry crossing on the Mississippi River. During the 19th century the community contained numerous dwellings and associated outbuildings. By the early 20th century, Bainbridge was no longer an active ferry site and the community dwindled to only a half-dozen homes. Today, only one dwelling remains extant at Bainbridge.

The ferry site is defined as a rectangular parcel consisting of 1.3 acres. This parcel is part of a larger 171.6 acre tract which includes both the Bainbridge ferry and town site and mid-20th century accretions of the Mississippi River. The Bainbridge Ferry was originally on the western shoreline of the Mississippi River during much of the 19th century. During the early 20th century, additional land built up on the western bank of the river and the ferry site is now 0.3 mile inland from the present river bed. The 19th century shoreline of the river adjacent to the ferry remains visible as a series of small lakes and a watercourse which flows south into the river. The 19th century shoreline is also defined by a mature row of deciduous trees.

The ferry site now consists of cultivated fields and is bounded on the north by a small lake, on the east by the original shoreline outlined by a watercourse, lake, and treeline, on the south by an imaginary line extending through a cultivated field, and on the west by the right-of-way of the Burlington Northern Railroad. From the top of the hill overlooking the ferry site, the Mississippi River is visible in the distance (Photo 1). The ferry site is bounded on the west by the Burlington Northern Railroad right-of-way which was originally the St. Louis and San Francisco Railroad completed through the county in 1904 (Photo 2). The ferry landing site is a strip of land which was originally the west shoreline of the Mississippi River and is now a cultivated field and dirt road (Photo 3). The original shoreline is defined as a small lake and treeline which separates the original shoreline from the 20th century land accretions (Photos 4 and 5).

In the immediate vicinity is a log and frame dwelling located 150' to the west of the ferry site (Photo 6). This dwelling has a log core which may be part of the home of Phillip Young who occupied a dwelling in this general vicinity in the mid-19th century. This dwelling was expanded and remodeled in the late 1940s, does not retain integrity of its original construction, and is not included within the property boundary. Despite the change in the riverbed and the railroad construction, the 19th century Bainbridge Ferry location is easily discernible.

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Bainbridge Ferry
Cape Girardeau County, Missouri
Historic and Archaeological Resources of the Cherokee Trail of Tears

STATEMENT OF SIGNIFICANCE - SUMMARY

The Bainbridge Ferry site is significant under National Register criteria A and D for its association with the Cherokee Trail of Tears of 1837-1839. Under criterion A the ferry was one of two locations on the Mississippi River utilized by the Cherokee to cross from Illinois to Missouri. The Bainbridge Ferry was established ca. 1805 by Medad Randol, and was a major ferry crossing on the Mississippi River opposite Hamburg Landing, Illinois. The ferry was utilized by the Lt. B.B. Cannon party of approximately 365 Cherokee when they crossed the river in November of 1837. From November of 1838 to January of 1839, the ferry was used by thousands of Cherokee as the detachments crossed the river en route to the Indian Territory. Ferry crossings and landings are significant under criterion A for the role they played in the transportation of the Cherokee to the Indian Territory. Planning the journey west had to take into account the availability and dependability of ferries for transport across major waterways. The location of ferries, their connection with major road systems, and the potential of supply replenishment along the way all played major roles in planning the detachment routes taken by the Cherokee. Ferries were essential components in getting the Cherokee and their possessions to their final destination.

The Bainbridge Ferry site also meets National Register criterion D for its potential to yield archaeological information concerning the Trail of Tears. The ferry was heavily used by the Cherokee during their emigration west and there may be artifacts at the site associated with this period of significance. The Bainbridge Ferry meets registration requirements for the property type of "Ferry Crossings, Landings, and Fords" as outlined in the Multiple Property Documentation Form "The Historic and Historic Archaeological Resources of the Cherokee Trail of Tears, 1837-1839." This nomination only addresses the Bainbridge Ferry within the context of the Cherokee Trail of Tears. Additional research may also identify the Bainbridge Ferry as eligible under additional state and local contexts for its role in 19th century transportation and settlement patterns.

ADDITIONAL INFORMATION

The Treaty of New Echota, signed in December of 1835, resulted in the expulsion of the Cherokee from their native lands in the eastern United States. Several groups of Cherokee left voluntarily in 1837 including the party of Cherokee led by Lt. B.B. Cannon. This group contained some 365 Cherokee and they began their journey west from Tennessee in October of 1837. Their decision to take a route northwest through Nashville, Tennessee, Kentucky, and on into Illinois and central Missouri was an effort to bypass the poor roads and swamps of Arkansas and southeast Missouri. This route also allowed the party to utilize the Golconda-Hamburg Landing Road which was a well known and popular route through southern Illinois (Map 1). Established in the early 1800s, the road was widely used by settlers traveling west into Missouri and Arkansas. This road terminated west of Jonesboro, Illinois at two ferry sites; the Hamburg Landing/Bainbridge Ferry crossing; and the Willard Landing/Green's Ferry crossing. Bainbridge's significance as a ferry crossing and landing is illustrated on maps of the period; both the Jeremiah Greenleaf map of Missouri in 1840 and the Samuel A. Mitchell map of 1846 show Bainbridge and the road leading from the ferry landings to Jackson (Maps 2 and 3).¹

The volume of pedestrian and wagon traffic moving west on the Golconda-Hamburg Landing Road led to the establishment of several ferries along a two mile stretch of the Mississippi River. Licenses were granted to ferry operators in both Missouri and Illinois for the right to transport people, livestock, and wagons across the river. By the 1810s there were two ferries which were in operation at both the Green's Ferry site and the Bainbridge Ferry site. Both sites had "upper" and "lower" ferries which ran from the Illinois shore to the Green's Ferry Landing and

¹ Jeremiah Greenleaf Map of Missouri, 1840 and Samuel A. Mitchell Map of Missouri, 1846, (David Rumsey Map Collection, www.davidrumsey.com).

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Continuation SheetSection number 8 Page 3Bainbridge Ferry
Cape Girardeau County, Missouri -

Bainbridge Ferry Landing. These ferries changed hands frequently and lawsuits were not uncommon as ferry operators on both sides of the river competed to transport travelers across the river.

The earliest ferry known to exist at Bainbridge was established by Medad Randol ca. 1805. Medad Randol was the son of Enos Randol who moved to Missouri from Pennsylvania in 1797 and was a prominent farmer in Cape Girardeau County. His son, Medad married Deborah Waller, daughter of Joseph Waller, in 1798.² Joseph Waller also operated a ferry in the early 1800s at what became known as Green's Ferry site two miles to the north of Medad Randol's ferry at Bainbridge. On November 22, 1808 the Cape Girardeau Court issued a petition allowing a road from "Medad Randol's Ferry on the Mississippi River to John Byrd's Place."³ During the 1810s, Medad Randol was also listed as operating a tavern and selling liquors at Bainbridge.⁴ In 1816, Samuel Penrod was granted a license to operate a ferry at the Upper Hamburg Landing in Union County, Missouri.⁵ This ferry may have superseded Randol's Ferry or been in competition with him. In 1820, Medad Randol and three other investors platted the town of Bainbridge which was described as containing "a single warehouse for many years."⁶

The actual Bainbridge ferry site on the west bank was owned by Randol until 1826 when he and other investors were sued and two tracts containing 160 acres were purchased by Johnson Ranney.⁷ Ranney owned the property until 1830 when it was sold to Moses Harris, who in turn sold the property to William Littleton in 1832.⁸ From 1821 until 1838, the ferry license for the Upper Hamburg Landing was held by Jacob Littleton who operated a "horse ferry" at this location until June of 1838.⁹ In August of 1838, Jacob Littleton purchased the ferry landing site from William Littleton and the ferry license was transferred to James Wilborn.¹⁰ Wilborn operated the ferry from August of 1838 to September of 1839 when the license was then transferred to Obey Roberts.¹¹

² *History of Southwest Missouri*, (Chicago: Goodspeed Publishing Company, 1888), 279.

³ *District of Cape Girardeau, Court of Quarter Sessions*, Manuscript on file at the Cape Girardeau County Archive Center, Jackson, Missouri, 23.

⁴ Louis Houck, *A History of Missouri*, Volume III, (Chicago: R.R. Donnelley & Sons Company, 1908), 61.

⁵ Darrel Dexter, *Union County, Illinois Genealogical Information, Vol. 2* (Carterville, Illinois: The Genealogy Society of Southern Illinois), 153.

⁶ Houck, *A History of Missouri*, 185

⁷ *Cape Girardeau County Deed Book F*, Page 644, May 8, 1826.

⁸ *Cape Girardeau County Deed Book H*, Page 85, November 8, 1832.

⁹ *Ibid*, 158.

¹⁰ *Cape Girardeau County Deed Book I*, Pages 427-428, August 20, 1838.

¹¹ Dexter, *Union County, Illinois Genealogical Information, Vol. 2*, 157.

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Bainbridge Ferry
Cape Girardeau County, Missouri -

In the early 19th century, horse ferries, such as the ferry at Bainbridge, were one of the most common types of ferry boats in use in America.¹² Also known as "teamboats," horse ferries were operated by a team of two or more horses which propelled the boat via a turntable or treadmill (see Figures 1 and 2). Horse ferries were particularly well suited for river crossings because their paddle-wheel propulsion system provided dependable service regardless of wind and current. Horse ferries were also much cheaper to operate than steam powered ferry boats and were considered safer. In 1819, a horse ferry powered by eight horses began operations across the Mississippi River at St. Louis and other horse ferries along the river soon followed.¹³

During the period of the Trail of Tears, the first group of Cherokee to use the Bainbridge Ferry was the Lt. B.B. Cannon party in November of 1837.¹⁴ The ferry would then have been operated by Jacob Littleton and the Cannon party reached the Hamburg Landing on November 12th. According to Cannon's journal, his party of approximately 365 Cherokee began crossing the river at 11:00 A.M. and continued ferrying across to Bainbridge until 5:00 P.M. The next day the crossing continued but was suspended due to high winds. The Cannon party completed their crossing of the river on November 14th and camped later that day five miles west towards Jackson.¹⁵

With the majority of the Cherokee reluctant to leave their eastern lands, the US Army began rounding up approximately 17,000 Cherokee in Georgia, Alabama, North Carolina, and Tennessee in May of 1838. The Cherokee were housed temporarily in a series of stockades before being transferred to three emigration depots; two in Tennessee and one in Alabama. At the three depots the Cherokee were divided into detachments generally containing between 800 and 1,500 Cherokee. Tribal chief John Ross reached an agreement with the US Government to have each detachment conducted by a Cherokee leader for the journey west. It was the intention of the Cherokee to leave for the Indian Territory in August but due to a severe drought, most detachments were unable to leave until October 1st.

The Cherokee who left from the two Tennessee depots marched northwest through Tennessee following the route used by the Cannon party, now referred to as the "Northern Route." The Northern Route was taken by some 11,600 Cherokee dispersed among eleven detachments. After passing through Nashville, Tennessee the Cherokee crossed the Ohio River at Golconda and proceeded west towards Hamburg Landing. The first two detachments crossed the Mississippi River in late November. The remaining detachments arrived at the Mississippi River in December to find the river clogged with ice due to freezing temperatures in the upper Midwest. The presence of so much ice prohibited the use of the ferries and as a result, over 8,000 Cherokee were forced to camp for several weeks in southern Illinois while waiting for the river to clear. It was within the camps in southern Illinois in December and January that many deaths among the Cherokee occurred.

¹² Kevin J. Crisman and Arthur B. Cohn, *When Horses Walked on Water, Horse-Powered Ferries in Nineteenth Century America*, (Washington: Smithsonian Institution Press, 1998), x.

¹³ Ibid, 53.

¹⁴ Joan Gilbert, *The Trail of Tears Across Missouri*, (Columbia, Missouri: University of Missouri Press, 1996), 56.

¹⁵ Lt. B.B. Cannon, *An Overland Journey to the West (October-December 1837)*. Transcribed and edited by E. Raymond Evans, Washington, National Archives, Office of Indian Affairs, "Cherokee Emigration" C-553, Special File 249.

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Continuation SheetSection number 8 Page 5 Bainbridge Ferry
Cape Girardeau County, Missouri

The Mississippi River was finally clear of ice in late January and the ferries resumed operations. It is unclear how many of the Cherokee crossed at the Bainbridge Ferry versus Green's Ferry. The ferries at both of these locations would have run continually for several weeks to transport the thousands of Cherokee across the river. It is certain that the detachment led by Richard Taylor crossed the Mississippi River at the Bainbridge Ferry in late January when the ferry was operated by James Wilborn. A Baptist Missionary, Rev. Daniel S. Butrick, accompanied the Taylor detachment and kept a journal of his travels to the Indian Territory. Upon reaching the river Butrick noted that "At this place a sand bar in the middle extends probably half across the bed of the river, leaving two sluices of about an equal width on each side. Therefore it is like two rivers, crossed by two ferries, that is, two sets of boats, one conveying passengers to the bar, and the other from it."¹⁶ Butrick's journal for January 28, 1839 was entered at "Bainbridge, Cape Girardeau County," where he and his wife were hosted by an unnamed family for several days. Taylor's party of some 1,000 Cherokee began crossing the river on January 25th but it took over two weeks to get the entire detachment ferried to Missouri.¹⁷ Concurrent with the crossing at the Bainbridge Ferry, thousands of Cherokee crossed two miles upriver at Green's Ferry. The last detachment of Cherokee, conducted by Peter Hilderbrand, crossed the Mississippi River in February of 1839.

After crossing the Mississippi River, the Cherokee detachments utilized the Bainbridge and Green's Ferry Roads to march west to Jackson. The Cherokee then proceeded through central Missouri before turning southwest and passing through Springfield. After passing through northwest Arkansas, the detachments disbanded in the Indian Territory. The Hilderbrand detachment was the final group of Cherokee to arrive, and completed its journey on March 25, 1839.

In the months following the passage of the Cherokee through Bainbridge, ferry operator James Wilborn vacated his license and it was assumed by Obey Roberts. Roberts appears to have been the last ferry operator of the Bainbridge Ferry. No other mention of the ferry is in the records of Union County which lists ferry operators to 1870. This may be due to the dominance of the Willard family ferry operations two miles to the north. During the Cherokee removal Elijah Willard had the license for the ferry at the location commonly known as Green's Ferry. The Willard family continued to operate this ferry during much of the 19th century and Willard's Landing on the east bank of the river was a well known steamboat landing for many years.

The Bainbridge Ferry site was owned by Jacob Littleton until his death in 1850. By this time Littleton had amassed 488 acres and this property along with the ferry site was sold to Jacob Bowman.¹⁸ In 1865, this section of the Mississippi River was surveyed by the U.S. military and Bainbridge is shown as a village of several houses with the dwellings of Jacob Bowman and Phillip Young identified (Map 4).¹⁹ Bowman and his wife Eliza resided at this location until their deaths and in 1917, the property then passed to Bowman's son and daughter-in-law, Henry and Nellie Bowman.²⁰ The 1936 map of Cape Girardeau County shows the ferry site tract as owned by Nellie Bowman

¹⁶ Cherokee Removal, Monograph One, The Journal of Daniel S. Butrick, May 19, 1838-April 1, 1839, (Park Hill, Oklahoma: The Oklahoma Chapter of the Trail of Tears, 1998), 57.

¹⁷ Ibid, 58.

¹⁸ *Cape Girardeau County Deed Book Q*, Page 29.

¹⁹ *Mississippi River, Illinois, Sheet No. 3, 1865* (www.chartmaker.ncd.noaa.gov).

²⁰ *Cape Girardeau County Deed Book 67*, Page 333.

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Bainbridge Ferry
Cape Girardeau County, Missouri-

and approximately six buildings are indicated in the Bainbridge community (Map 5).²¹ This map also shows Bainbridge and the ferry site continuing to be on the Mississippi River shoreline. However, two islands just offshore from Bainbridge indicate the growing accretions of land along this section of river which would result in its present shoreline configuration. The Bowman's daughter, Kate Bowman, married Claude McSpadden and descendants of the McSpadden family continue to own the property and lease it for row crops and livestock.²²

The Bainbridge Ferry site meets the registration requirements for the property type "Ferry Crossings, Landings, and Fords" as outlined in the Multiple Property Documentation Form, "The Historic and Historic Archaeological Resources of the Cherokee Trail of Tears, 1837-1839." These registration requirements outlining integrity are as follows:

Location: The Bainbridge Ferry site has been accurately identified as one of the ferry sites used by the Cherokee through historical research, descriptions by Trail of Tears participants, early 19th century maps, and on-site field investigations.

Design: The Bainbridge Ferry site retains physical characteristics consistent with that of a 19th century landing/ferry crossing. It is at the end of a roadbed (the Bainbridge Road), and consists of a cleared area adjacent to the 19th century shoreline of the Mississippi River.

Workmanship/

Materials: The Bainbridge Ferry site consists of an open field. There has been no paving or introduction of other materials inconsistent with its 19th century earth surface.

Setting/

Feeling/

Association: The Bainbridge Ferry site retains its sense of setting, feeling and association as a 19th century river crossing. Although the Mississippi River is now 0.3 east of the ferry site, it is still readily visible and the original shoreline is also evident. The original shoreline is outlined by several small lakes and a watercourse along with a mature treeline. The ferry site itself is intact and intrusions in the immediate vicinity are limited to an at-grade railroad right-of-way and one dwelling. With these exceptions, there are no other post-1839 intrusions in the area. The 19th century sense of time and place is reinforced by the presence of nearby cultivated fields and wooded hills which characterized the Bainbridge area in the 1830s.

The Bainbridge Ferry site retains sufficient integrity and significance to meet National Register criteria for its association with the Cherokee Trail of Tears. As one of two major ferry crossings used by the Cherokee, the site possesses a strong sense of time and place from the period of the Trail of Tears from 1837 to 1839.

²¹ "Cape Girardeau County, 1936," Map on file at the Cape Girardeau County Archive Center, Jackson, Missouri.

²² Patrick McSpadden, Telephone Interview, February 20, 2003.

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Cape Girardeau County, Missouri
Historic and Archaeological Resources of the Cherokee Trail of Tears**BIBLIOGRAPHY**

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Bainbridge Ferry
Cape Girardeau County, Missouri

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Bainbridge Ferry
Cape Girardeau County, Missouri
Historic and Archaeological Resources of the Cherokee Trail of Tears

Verbal Boundary Description

The boundary of the Bainbridge Ferry site is shown as the dashed line on the accompanying Cape Girardeau County Tax Map 12-700 which is at a scale of 1" = 400.' The parcel is within the west fraction of Section 31, Township 32N and Range 15E in Cape Girardeau County, Missouri. The property is bounded on the north by a small lake and tree line, on the east by the 19th century shoreline of the Mississippi River which is defined by a watercourse, small lake, and tree line, on the south by an imaginary line which runs in an east/west direction through an open field, and on the west by the right-of-way of the Burlington Northern Railroad. This property includes approximately 1.3 acres.

Verbal Boundary Justification

The boundary of the Bainbridge Ferry site is drawn to include the original ferry landing area as shown by historic maps and the 19th century shoreline of the Mississippi River. The landing site for the ferry was at the termination of the Bainbridge Road at the Mississippi River. This is illustrated on the 1865 map of the Mississippi River and 20th century maps of Cape Girardeau County. The legal description of the ferry site as the west fraction of Section 31 is consistent with 19th century deeds which describe the ferry and its location. The boundary is drawn to include a 1.3 acre parcel which encompasses the ferry site and this parcel is presently a cultivated field just east of the Burlington Northern Railroad right-of-way. There are no other properties extant within the historic location of Bainbridge which has any association with the Cherokee Trail of Tears.

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Bainbridge Ferry
Cape Girardeau County, Missouri

Photo by: Thomason and Associates

Date: March, 2002

Location of Negatives: Thomason and Associates, Nashville, TN

Photo No. 1: General view of the Bainbridge Ferry site from the top of the hill towards the ferry site and the Mississippi River, view to the east.

Photo No. 2: View towards the Bainbridge Ferry site from the intersection of the Bainbridge Road and the railroad tracks, view towards the east.

Photo No. 3: Bainbridge Ferry site, view towards the north.

Photo No. 4: Bainbridge Ferry site, view towards the northeast.

Photo No. 5: Bainbridge Ferry site, view towards the south.

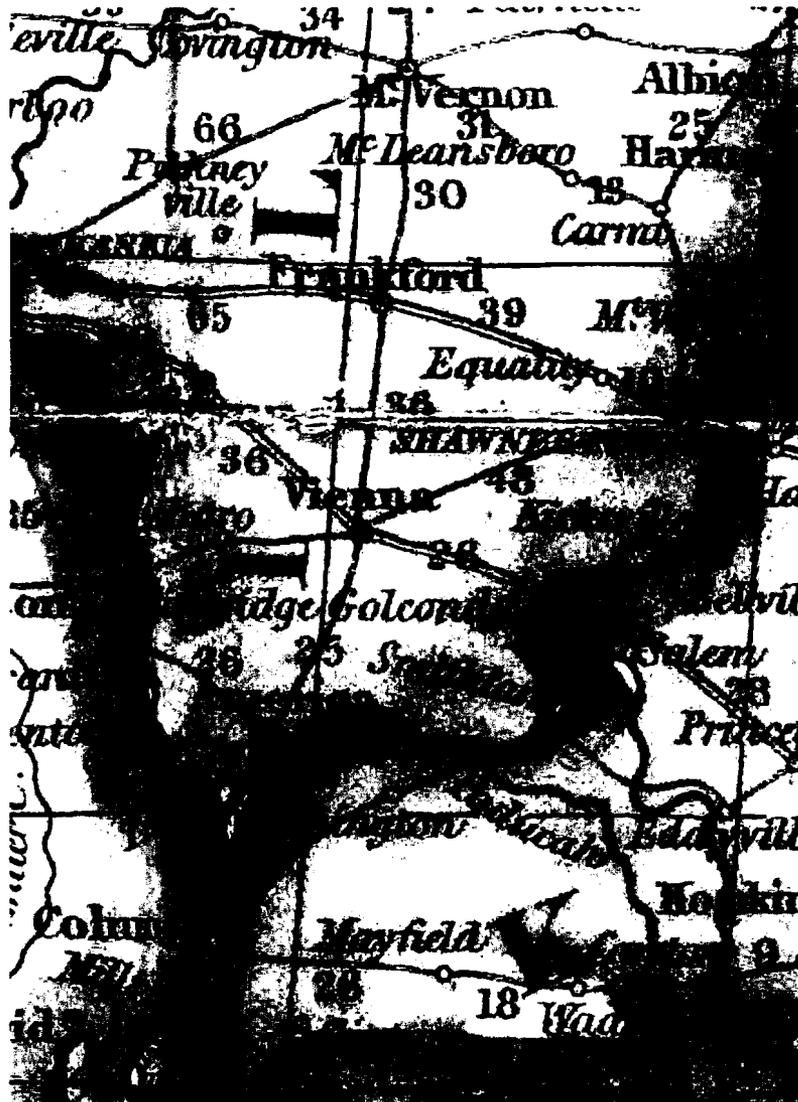
Photo No. 6: Bainbridge Ferry site, view of the remaining dwelling at Bainbridge which is excluded from the property boundary.

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Bainbridge Ferry
Cape Girardeau County, Missouri



Map 1: The Samuel A. Mitchell Map of the United States in 1832 shows the major east/west road connecting Golconda and Vienna, Illinois and on to Bainbridge, Missouri.

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Bainbridge Ferry
Cape Girardeau County, Missouri



Map 2: The Jeremiah Greenleaf map of Missouri in 1840 shows the community of Bainbridge on the river and the road leading to Jackson.

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Bainbridge Ferry
Cape Girardeau County, Missouri



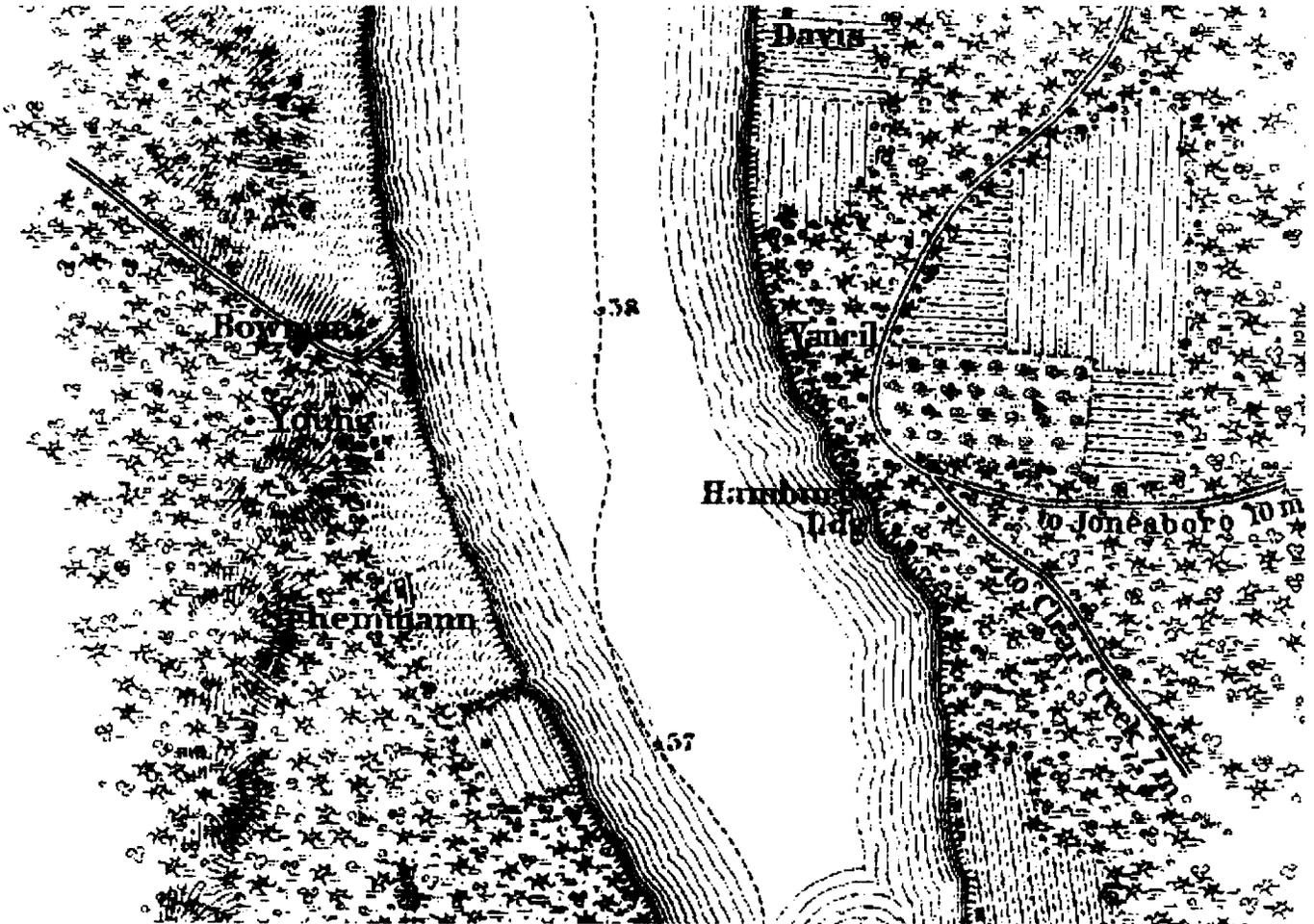
Map 3. The Samuel A. Mitchell map of 1846 shows both Bainbridge and Hamburg on the opposite shore of the Mississippi River.

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Bainbridge Ferry
Cape Girardeau County, Missouri



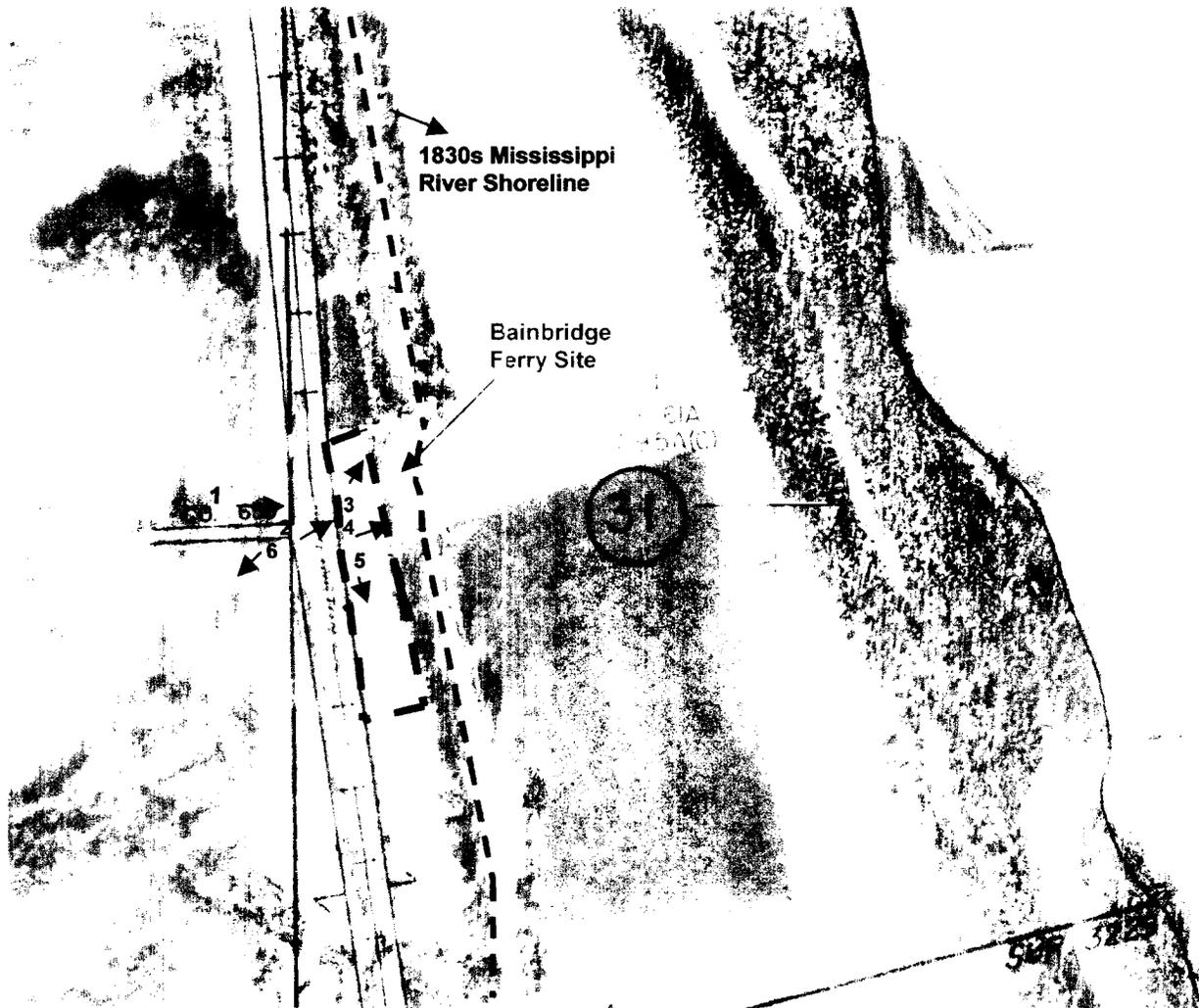
Map 4: In 1865, the dwellings of Jacob Bowman and Philip Young are shown at the Bainbridge community opposite Hamburg Landing.

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Bainbridge Ferry
Cape Girardeau County, Missouri



Map 5: Boundary of the Bainbridge Ferry site and Photo Key. (Cape Girardeau County Tax Map 12-700, 1"= 400')

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Bainbridge Ferry
Cape Girardeau County, Missouri

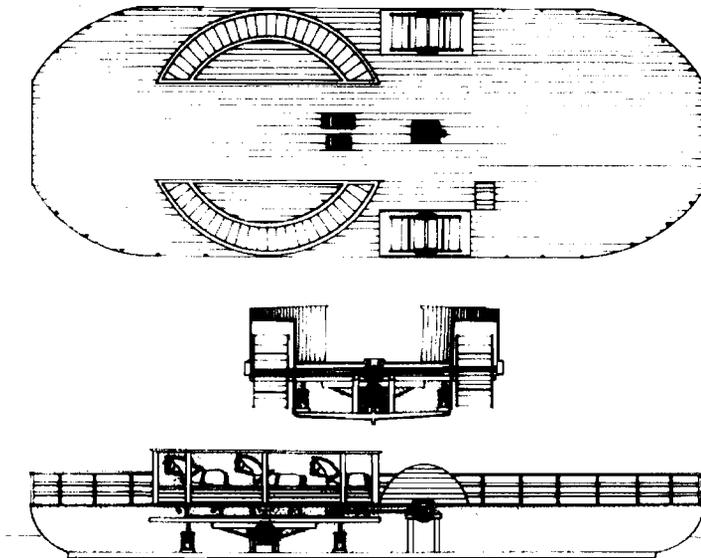


Figure 1: Diagram of a typical turntable horse ferry system of the early 19th century (Source: “When Horses Walked on Water, 81).

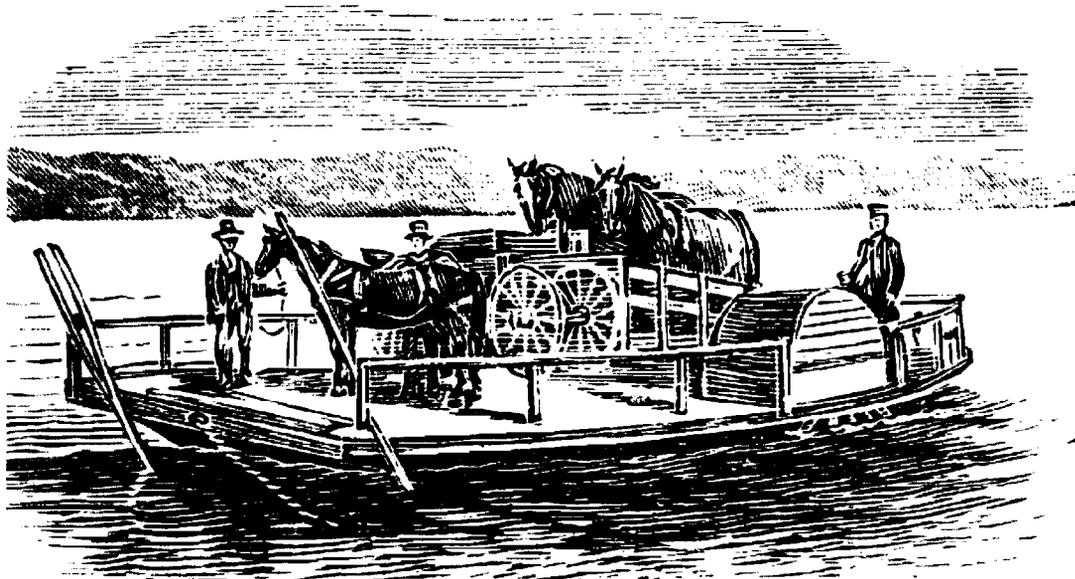


Figure 2: Illustration of a treadmill operated ferry from the early 19th century (Source: “When Horses Walked on Water, 150).

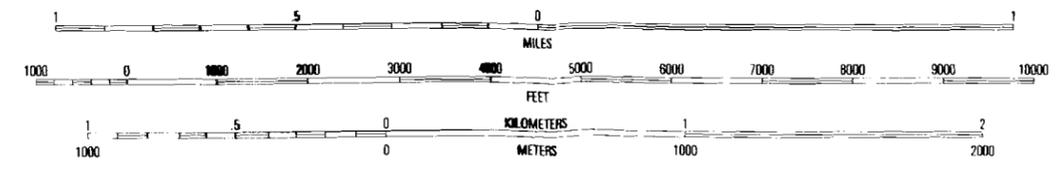


Bainbridge
Ferry
Cape Girardeau
16/284245/414315

UNION COUNTY STATE CONSERVATION AREA

281 282 27' 30" 283 R 14 E R 15 E 2510 000 FEET (ILL.) 25' 00" 287 11 140 000 FEET (MO.) 289000mE 37°22' 30" 89°22' 30"

SCALE 1:24 000



ILLINOIS
QUADRANGLE LOCATION

| | | | |
|-----------------|--|------------------------|--|
| Interstate..... | | Primary highway..... | |
| U.S. | | Secondary highway..... | |
| State..... | | Light-duty road | |
| County..... | | Paved..... | |
| | | Gravel..... | |
| | | Dirt..... | |



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