

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 Road
other names/site number N/A

2. Location

street & number County Road 623 N/A } not for publication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 Road
Name of Property

Cape Girardeau County, 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
0	0	sites
1	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-Road Related

Current Functions

(Enter categories from instructions)

VACANT/NOT IN USE

LANDSCAPE/Forest

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.)

Bainbridge Ferry Road
Name of Property

Cape Girardeau County, Missouri
County and State

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.

Areas of Significance

(Enter categories from instructions)

ETHNIC HERITAGE/Native American

Period of Significance

1837-1839

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.

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 Road
Name of Property

Cape Girardeau County, Missouri
County and State

10. Geographical Data

Acreage of Property 5.7 acres

UTM References

(place additional UTM references on a continuation sheet.)

1	<u>16</u>	<u>281665</u>	<u>4146905</u>	3	<u>16</u>	<u>281665</u>	<u>4146225</u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>16</u>	<u>281545</u>	<u>4146585</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 Missouri Division of State Parks
street & number P.O. Box 176 telephone 573-751-9392
city or town Jefferson City state Missouri zip code 65102

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 ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 1Bainbridge Ferry Road
Cape Girardeau County, Missouri
Historic and Archaeological Resources of the Cherokee Trail of Tears

DESCRIPTION

The Bainbridge Ferry Road consists of a half-mile section of abandoned roadbed which connected the Bainbridge Ferry with the Green's Ferry Road in Cape Girardeau County, Missouri. The Bainbridge Ferry and Green's Ferry were important crossings on the Mississippi River, and the road connecting these two ferries were used by the Cherokee during the Trail of Tears emigration of 1837-1839. The nominated section of roadbed is approximately 2,500' or 0.5 mile in length and is located entirely within the Trail of Tears State Park. An additional 1,100' of this roadbed south of the nominated property also meets registration requirements, however, most of this section is on privately owned land and is not included due to owner objection. The nominated property includes 5.7 acres which is comprised of the roadbed and fifty feet of right-of-way on either side.

The property is located in Cape Girardeau County, approximately thirteen miles east of the county seat of Jackson. The roadbed ranges from an elevation of 600' above sea level at the top of the ridgeline to 420' above sea level where it intersects the paved Green's Ferry Road. The nominated section is 0.5 mile in length and was originally part of a road which was some 5.5 miles in length. The majority of this 19th century road is now incorporated into paved and improved roads which make up the present-day Bainbridge East Road, State Route 177, and Molley Road (County Road 623). Because of 20th century improvements, only 3,600' of this roadbed retain a sense of time and place from the era of the Cherokee emigration.

The original roadbed connecting the two ferry landings was in place by at least ca. 1806 when ferries were in operation by Joseph Waller and his son-in-law, Medad Randol on the Mississippi River. Due to steep hills west of Bainbridge, travelers crossing the Randol Ferry at Bainbridge and used a road which led two miles west to the valley of Flora Creek, and then north to connect with the Green's Ferry Road. The Green's Ferry Road was the major east/west corridor to connect these two ferry landings with the county seat of Jackson. During the Cherokee emigration of 1837-1839, this route would still have been the main road to connect the two ferry landings and connect with Jackson.

The nominated section of roadbed begins at the Trail of Tears State Park southern boundary and extends north for approximately 800'. Just to the north of this boundary, the roadbed divides into two distinct and parallel sunken tracks which are approximately 50' apart (Photo 1). These "multiple tracks" are typical of 19th century roadbeds and are created when one roadbed becomes too washed out or difficult to use and a second or third track is formed parallel to the original. The east track in this area appears to be the oldest and is eight to ten feet in width with four to six foot high embankments (Photo 2). The west track is ten to twelve feet in width and has two foot high embankments. After approximately 800' the two tracks merge into one roadbed which then turns to the northwest (Photo 3). Along this section of ridgeline the roadbed continues to have multiple tracks on either side although not as defined as the previous section to the south (Photo 4). After approximately 600' the roadbed turns to the northeast and descends the ridgeline to the Green's Ferry Road. On this slope are two distinct tracks side by side. The east track is approximately four feet in width while the west track is the major roadbed and is fifteen to twenty feet in width (Photo 5). Both of these tracks have embankments three to four feet in height. Throughout the entire length of the nominated section the roadbed has a dirt surface and there is no evidence of modern improvements or the addition of gravel or other materials.

The nominated section of the Bainbridge Ferry Road extends through a wooded area within the Trail of Tears State Park and there are no buildings or structures within the viewshed of the roadbed. During the early 20th century several dwellings were in the vicinity of this roadbed but none remain extant today. The roadbed is presently abandoned and is not utilized as part of the park's trail system.

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

STATEMENT OF SIGNIFICANCE - SUMMARY

The Bainbridge Ferry Road is significant under National Register criteria A, C, and D for its association with the Cherokee Trail of Tears of 1837-1839. Under criterion A the road was by the Cherokee detachments which crossed at the Bainbridge Ferry to connect with the Green's Ferry Road and continue their journey on to Jackson and to the west. The road would also have been used by the Cherokee to visit one another while camping temporarily at Bainbridge and Moccasin Springs during December and January of 1838-1839. The Bainbridge Ferry Road is significant for its direct connection and association with the routes taken by the Cherokee detachments. The roadbed provides a physical link and sense of time and place of the actual Cherokee experience. It also provides an understanding of the difficulties inherent in overland travel in the 1830s and the challenges faced by the Cherokee on a daily basis.

The Bainbridge Ferry Road is significant under criterion C for the information it conveys about the type of road conditions and characteristics experienced by the Cherokee. It provides information on construction techniques, design elements, and use patterns of early 19th century roads and highways in the region. Roads of the early 19th century varied in widths, materials, and maintenance, and roadbeds used by the Cherokee have the potential to explain why certain routes were taken and the difficulties involved in their use.

The Bainbridge Ferry Road also meets National Register criterion D for its potential to yield archaeological information concerning the Trail of Tears. The roadbed was heavily used by the Cherokee during their emigration west and there may be artifacts along the roadbed associated with this period of significance. The Bainbridge Ferry Road meets registration requirements for the property type of "Roadbeds" 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 Road within the context of the Cherokee Trail of Tears. Additional research may also identify the Bainbridge Ferry Road 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. Established in the early 1800s, the road was widely used by settlers traveling west into Missouri and Arkansas (Map 1). 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

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 Road
Cape Girardeau County, Missouri

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. 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. Between these two ferries, a road was laid out to connect the two landings and was one of the earliest roads in the county. Research on the county's early 19th century road system was conducted in 2002 as part of investigations into the Spanish land grant of Louis Lorimier. One of the primary roads identified through this research was the road connecting the Bainbridge Ferry and the Green's Ferry Road (Map 4).³ Construction of a direct road from Bainbridge to Jackson did not occur until the late 19th century due to the difficult topography separating these two locations.⁴

At Bainbridge, Medad Randol operated the ferry until 1826 when he and other investors were sued and two tracts containing 160 acres were purchased by Johnson Ranney.⁵ Ranney owned the property until 1830 when it was sold to Moses Harris, who in turn sold the property to William Littleton in 1832.⁶ 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 1838.⁷ In August of 1838, Jacob Littleton purchased the ferry landing site from William Littleton and the ferry license was transferred to James Wilborn.⁸ Wilborn operated the ferry from August of 1838 to September of 1839 when the license was then transferred to Obey Roberts.⁹

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 1837.¹⁰ 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.

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

³ Herb Meyer, Michael J. McNerney, and Cally Lence, "*Historical Background Research in Preparation for Future Archaeological Investigations at the Former Location of Louis Lorimier's Residence and Trading Establishment at Cape Girardeau, Missouri*," (Carbondale, Illinois: American Resources Group, Ltd., 2002), 15.

⁴ Jane Randol Jackson, Director of the Cape Girardeau County Archive Center, Jackson, Missouri, Personal Interview, February 21, 2003.

⁵ *Cape Girardeau County Deed Book F*, Page 644, May 8, 1826.

⁶ *Cape Girardeau County Deed Book H*, Page 85, November 8, 1832.

⁷ *Ibid*, 158.

⁸ *Cape Girardeau County Deed Book I*, Pages 427-428, August 20, 1838.

⁹ Dexter, *Union County, Illinois Genealogical Information, Vol. 2*, 157.

¹⁰ Joan Gilbert, *The Trail of Tears Across Missouri*, (Columbia, Missouri: University of Missouri Press, 1996), 56.

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Bainbridge Ferry Road
Cape Girardeau County, Missouri

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.¹¹

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, 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.

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. 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.¹² 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 Hildebrand, crossed the Mississippi River in February of 1839.

The Bainbridge Ferry Road would have been used by the Cherokee during these months as they marched west to Jackson and then on to the Indian Territory. The roadbed would also have been used by the Cherokee to visit one another while encamped on the west side of the river. It often took a week or more to ferry an entire detachment across the river, and intermingling and visitation among those in camps on the west side of river would have been likely during this time. After marching west to Jackson, the Cherokee then proceeded through central Missouri before turning southwest and passing through Springfield. After passing through northwest Arkansas, the

¹¹ 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.

¹² *Ibid*, 58.

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Bainbridge Ferry Road
Cape Girardeau County, Missouri

detachments disbanded in the Indian Territory. The Hildebrand detachment was the final group of Cherokee to arrive, and completed its journey on March 25, 1839.

The decline of the ferry traffic on the Mississippi River led to a gradual abandonment of the Bainbridge Ferry Road. The roadbed is shown on a map of the county in 1914 as an unimproved road branching off the Green's Ferry Road south of Moccasin Springs (Map 5).¹³ The road continued to be a local farm road on the 1936 map of the county. This map shows two home sites located along the road just to the south of its intersection with the Green's Ferry Road. Dwellings along the stretch of road on the ridgeline include two houses owned by S.P. Dalton and a dwelling owned by Charles Schwettman (Map 6).¹⁴ It is not known if any of these dwellings were still standing when this property was purchased by the State of Missouri in 1957. No above-ground remains of these dwellings are still visible along the roadbed. Once this property became the Trail of Tears State Park the roadbed was no longer used and it is not utilized as part of the park's trail system.

The Bainbridge Ferry Road meets the registration requirements for the property type "Roadbeds" 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 Road has been accurately identified as one of the roadbeds used by the Cherokee through historical research, early 19th century maps, and on-site field investigations. The identification of this roadbed as the location of the Bainbridge Ferry Road has remained consistent throughout the 19th and 20th century.

**Design/
Materials/**

Workmanship: The Bainbridge Ferry Road retains physical characteristics typical of an early 19th century roadbed. The roadbed ranges from four to twenty feet in width with most of the roadbed around ten feet wide. This is typical of category 2 roadbeds of the 19th century which were generally ten to twelve feet in width to allow wagons to pass one another. The road also has multiple tracks and embankments ranging to four feet in height. The Bainbridge Ferry Road is of earth and no gravel or modern paving surfaces are visible.

**Feeling/
Setting:/**

Association:/ The Bainbridge Road retains its physical characteristics of an early 19th century roadbed including original widths, embankments, and earth surface. The roadbed is 2,500' in length which is sufficient to evoke a sense of travel or destination. The roadbed is deeply eroded in many sections due to heavy usage in the 19th century and typical erosion. Most sections of the roadbed are sunken below the adjacent ground surface and have embankments ranging up to three to four feet of varying heights. The Bainbridge Ferry Road retains its rural setting and extends through woodlands within the state park. There are no intrusions within the viewshed of the roadbed until it intersects with the paved Green's Ferry Road.

¹³ "Survey of Cape Girardeau County," Map on file at the Cape Girardeau County Archive Center, Jackson, Missouri, (Chicago: Rand McNally and Company, 1914).

¹⁴ "Cape Girardeau County," Map on file at the Cape Girardeau County Archive Center, Jackson, Missouri, 1936.

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Bainbridge Ferry Road
Cape Girardeau County, Missouri

The Bainbridge Ferry Road retains sufficient integrity and significance to meet National Register criteria for its association with the Cherokee Trail of Tears. The road was utilized by thousands of Cherokee as they crossed at the Bainbridge Ferry and moved west along the Bainbridge Ferry and Green's Ferry Roads on their way to the Indian Territory. This section of roadbed possesses a strong sense of time and place from the period of the Trail of Tears from 1837 to 1839.

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Historic and Archaeological Resources of the Cherokee Trail of Tears

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Bainbridge Ferry Road
Cape Girardeau County, Missouri

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

Verbal Boundary Description

The boundary of the Bainbridge Ferry Road is shown as the dashed line on the accompanying Cape Girardeau County Tax Map 11-600 which is at a scale of 1" = 400'. The dashed line includes the roadbed and a fifty foot wide corridor on either side of the roadbed. This property is within parts of Sections 14 and 23, Township 32N and Range 14E in Cape Girardeau County, Missouri. The property is bounded on the north by the paved Green's Ferry Road, on the east and west by imaginary lines which are fifty feet on either side of the outer edge of the roadbed or its multiple tracks, and on the south by the southern boundary line of the Missouri Trail of Tears State Park. This property includes approximately 5.7 acres.

Verbal Boundary Justification

The boundary of the Bainbridge Ferry Road is drawn to include the remaining section of this 19th century roadbed which is within the Trail of Tears State Park. The roadbed is highly defined along the ridgeline and where it descends the ridge slope to intersect with the paved Green's Ferry Road. This section of roadbed is 2,500 feet in length and an additional 1,100' section retaining integrity is located directly south of the state park boundary. This 1,100' section continues until it intersects with the improved roadbed of Molley Road (County Road 623). This 1,100' section is largely on privately owned property and is not included due to owner objection. If owner consent is obtained in the future, it is recommended that the property boundary be amended to extend all the way to Molley Road.

With this exception, there are no other sections of the Bainbridge Ferry Road which meet registration requirements and National Register criteria. The majority of the 19th century roadbed which originally connected the Bainbridge Ferry with the Green's Ferry Road has been incorporated into modern paved or improved roads and does not meet National Register criteria. The 2,500' section within the state park and the 1,100' section below it are the most intact sections extant and evoke a sense of time and place from the early 19th century.

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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: Bainbridge Ferry Road near the southern boundary line of the Trail of Tears State Park. At this location are two distinct tracks side by side, view to the northeast.

Photo No. 2: Bainbridge Ferry Road on top of the ridge. This section is nine feet in width and has embankments four feet in height, view to the north.

Photo No. 3: Bainbridge Ferry Road where the two tracks merge into one roadbed, view to the northwest.

Photo No. 4: Multiple tracks of the Bainbridge Ferry Road on top of the ridge, view to the north.

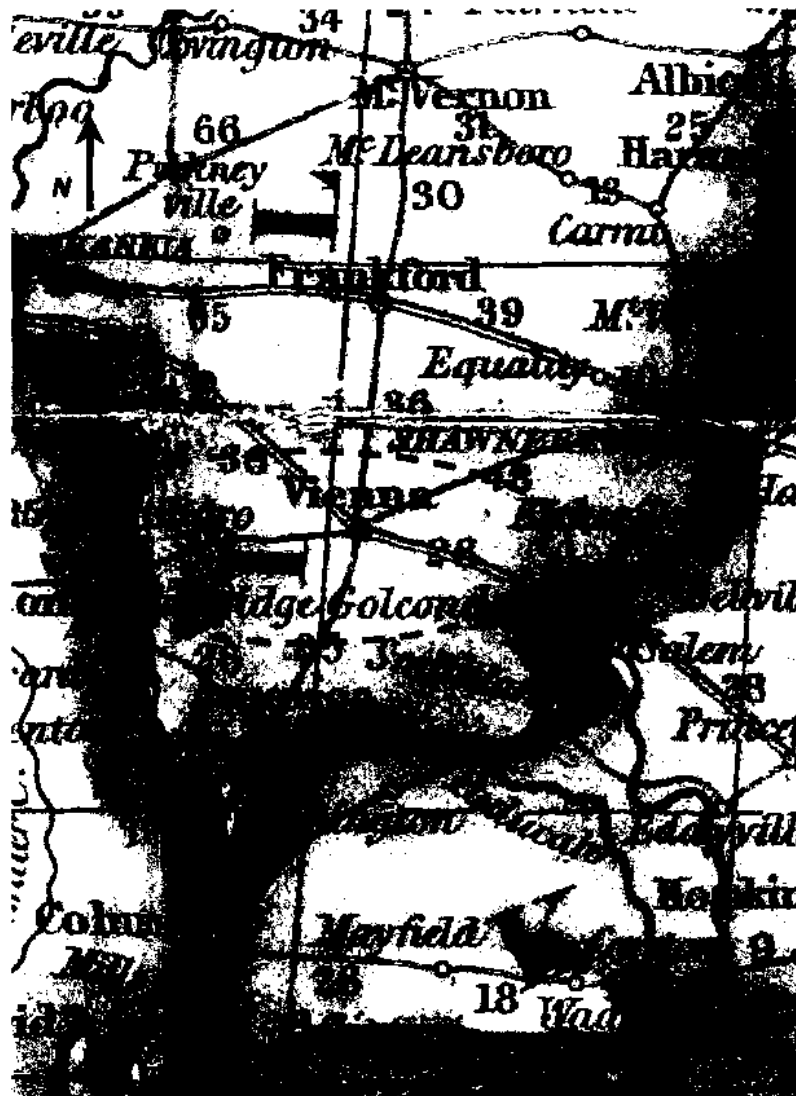
Photo No. 5: Bainbridge Ferry Road as it descends the ridgeline to the paved Green's Ferry Road (Moccasin Springs Road), view to the northeast.

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Bainbridge Ferry Road
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 Road
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 Road
Cape Girardeau County, Missouri



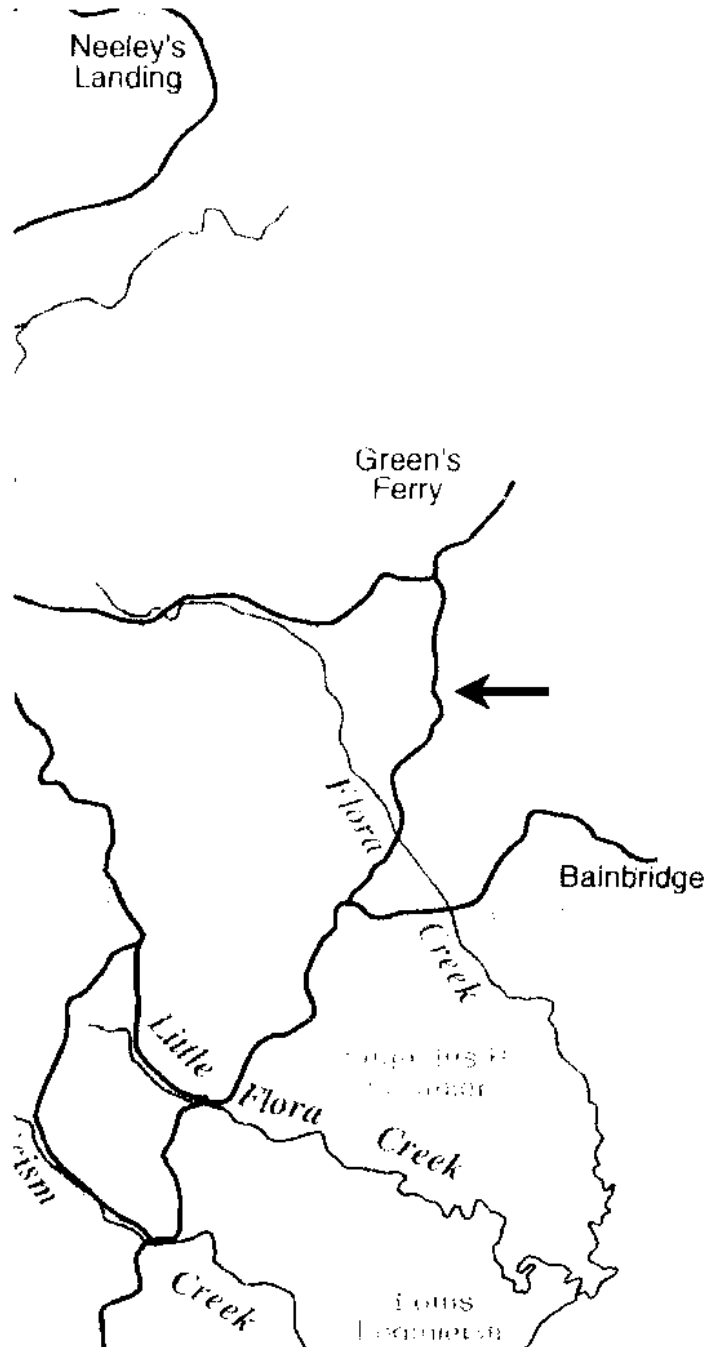
Map 3: The Samuel A. Mitchell map of 1846 shows both Bainbridge and Hamburg on the opposite shore of the Mississippi River.

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Bainbridge Ferry Road
Cape Girardeau County, Missouri



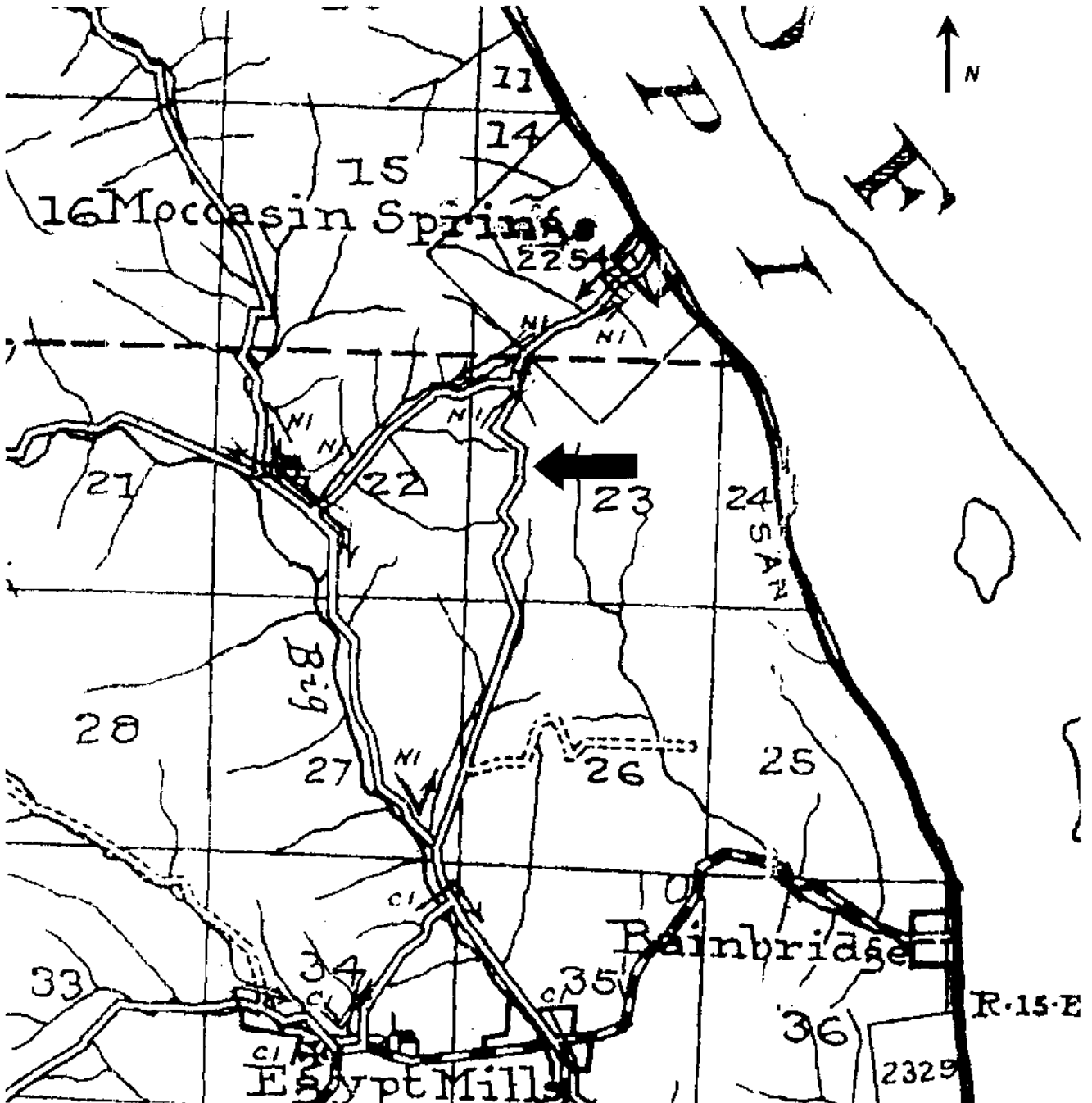
Map 4: The Bainbridge Ferry Road connected with the Green's Ferry Road which led to Jackson.

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Bainbridge Ferry Road
Cape Girardeau County, Missouri



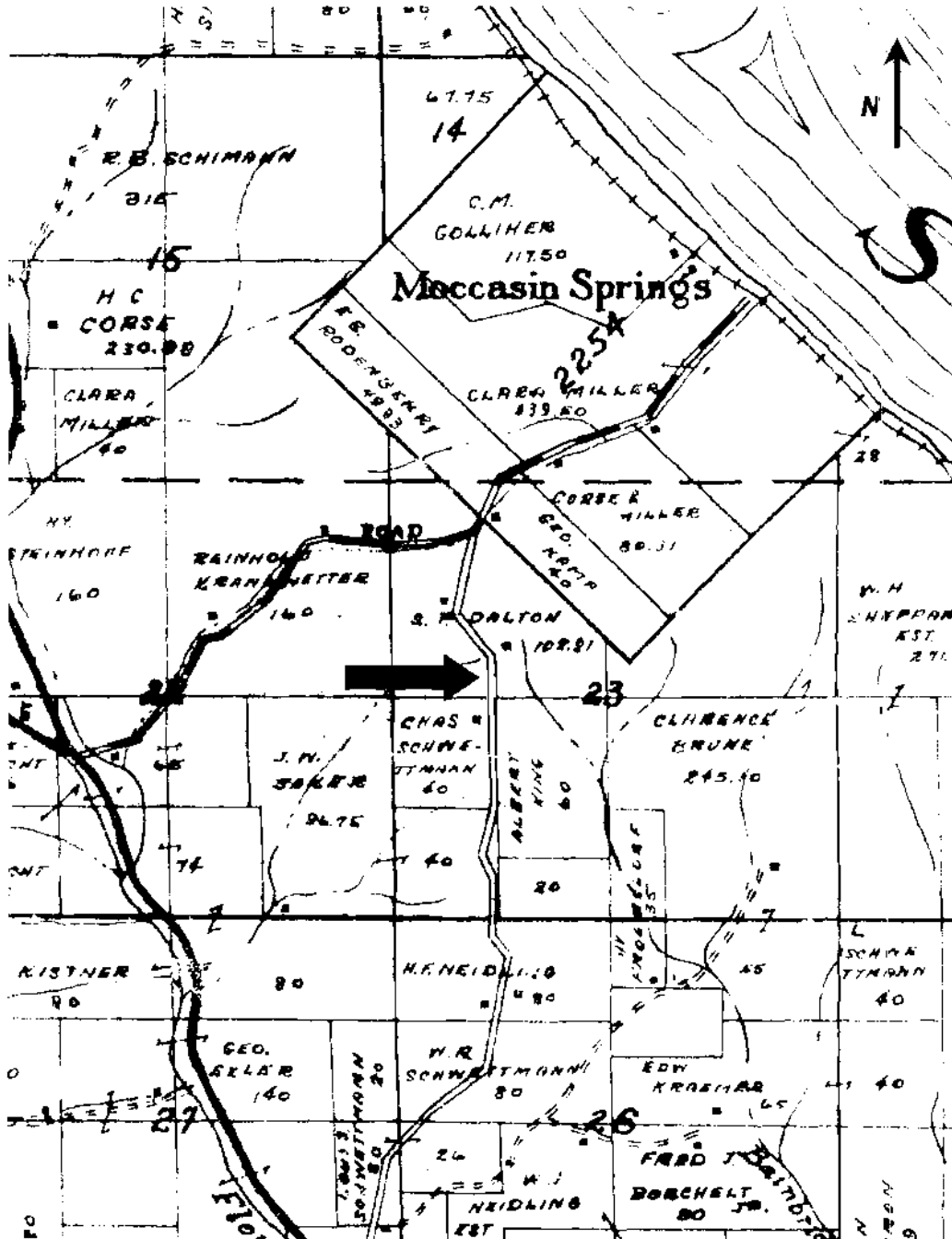
Map 5: The 1914 map of the county continues to show the use of the Bainbridge Ferry Road.

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Bainbridge Ferry
Cape Girardeau County, Missouri



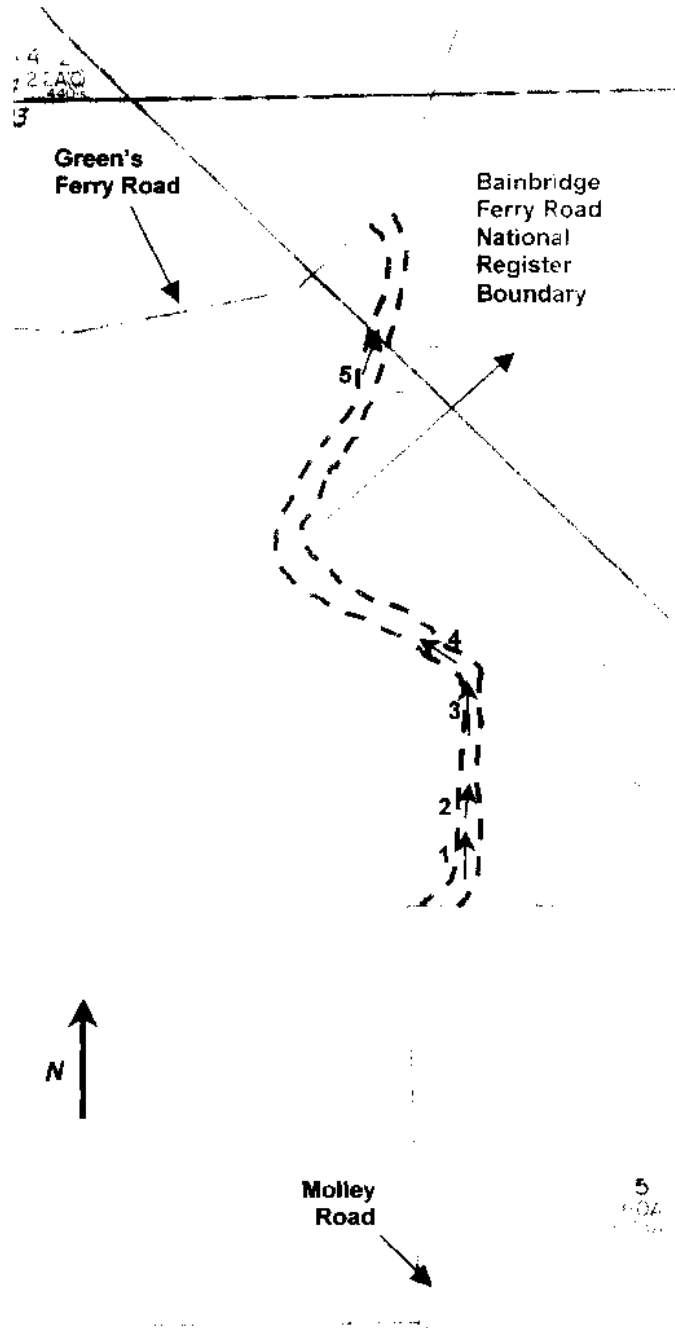
Map 6: Three dwellings are shown adjacent to the Bainbridge Ferry Road on the 1936 county map.

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Bainbridge Ferry Road
Cape Girardeau County, Missouri



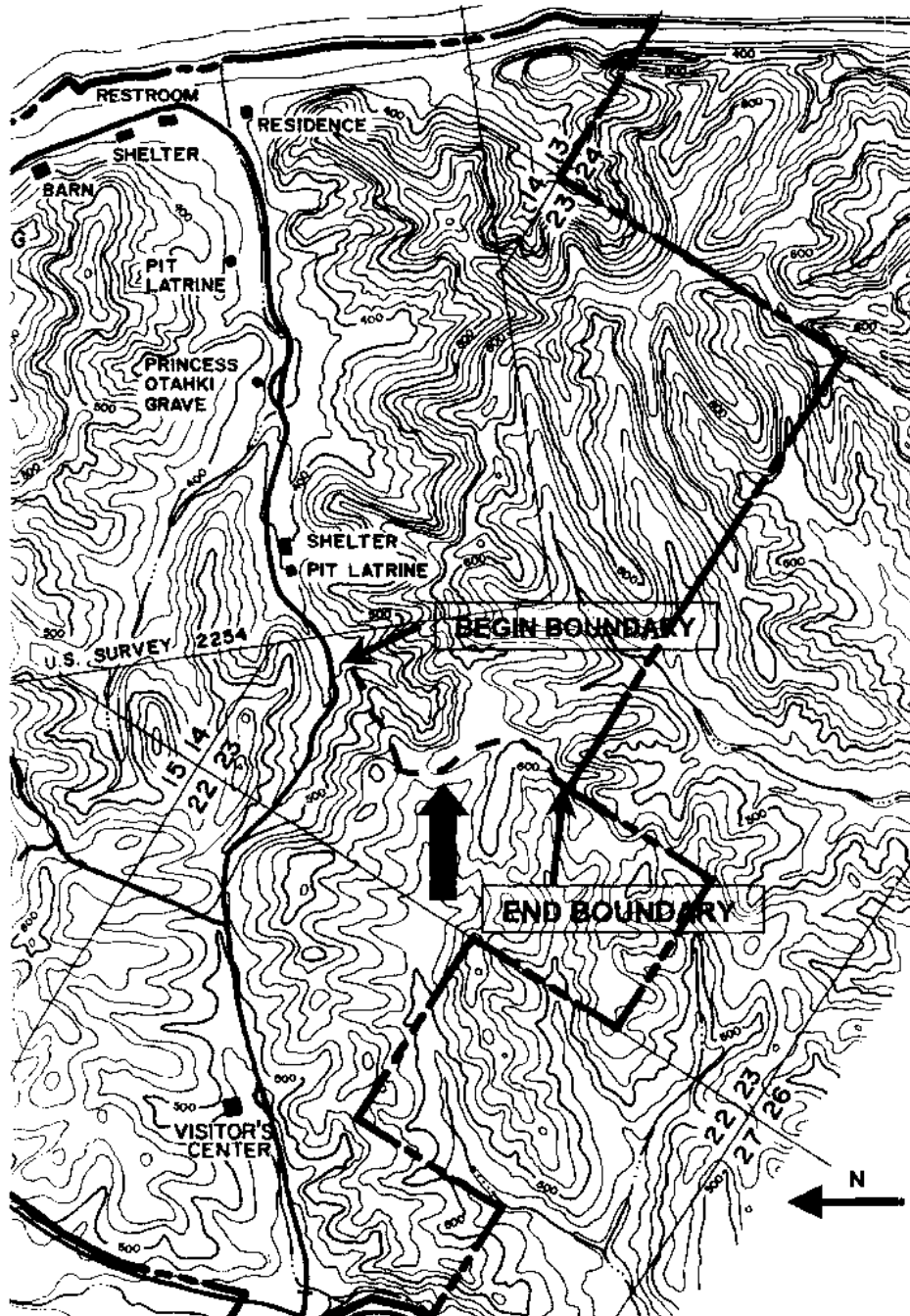
Map 7: Boundary of the Bainbridge Ferry Road and Photo Key. (Cape Girardeau County Tax Map 11-600, Scale 1" = 400').

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Bainbridge Ferry Road
Cape Girardeau County, Missouri



Map 8: Location of the Bainbridge Ferry Road on the "Base Map for the Trail of Tears State Park."

Bainbridge
Ferry road
Cape Girardeau
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