

Capsule Summary

Inventory No. WA-II-034

Pack Horse Ford

Canal Road

Washington County, MD

Ca. Pre-European contact; c.1727; 1862

Access: Public

The Pack Horse Ford is a relatively flat ledge of rocks extending across the Potomac River about 1.5 miles southeast of the Sharpsburg, Maryland to Shepherdstown, West Virginia bridge (Rumsey Bridge). The ford can be seen as a ripple of waves where the river crosses the rocks. A footpath leads from the ford across the C&O Canal bed to cross Canal Road to a farm lane. This lane and the lane northwest near Blackford Cement Factory (WA-II- 368) historically provided access to the ford.

The Pack Horse Ford is significant under National Register Criterion A for its contribution to the exploration, settlement, commerce and transportation history of western Maryland and Virginia. A natural ford across the Potomac River south of Sharpsburg, it was utilized by Native Americans before the historical European settlement period. Explorers crossed the river here as early as 1707. By 1727 the Philadelphia Wagon Road had developed, using the ford as part of its route. This single access point facilitated commerce and settlement throughout western Maryland. By 1755 Swearingen's Ferry a mile upstream provided a safer and more convenient crossing between Shepherdstown and Sharpsburg, relegating the ford to only casual use. In the 1830s the C&O Canal further isolated the ford. The Pack Horse Ford regained importance during the Civil War, particularly after the Battle of Antietam. The 1849 covered bridge near the old ferry had been burned by the Confederates on their retreat from Harper's Ferry in June, 1861; therefore, the ford provided the only escape route for the Confederate Army in September, 1862.

Federal troops pursuing them into West Virginia were slaughtered. A large Federal encampment near the ford protected the crossing and the canal for several months.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. WA-II-034

1. Name of Property (indicate preferred name)

historic Pack Horse Ford (preferred) MIHP documentation update
 other Wagon Road Ford, Boteler's Ford, Blackford's Ford

2. Location

street and number Canal Road not for publication
 city, town Sharpsburg X vicinity
 county Washington

3. Owner of Property (gives names and mailing addresses of all owners)

name U.S.A., National Park Service, C&O Canal Historical Park
 street and number P.O. Box 4 telephone
 city, town Sharpsburg state MD zip code 21782

4. Location of Legal Description

courthouse, registry of deeds, etc. Washington Co. Courthouse liber 677 folio 38
 city, town Hagerstown tax map 79 tax parcel 37 tax ID number N/A

5. Primary Location of Additional Data

- Contributing Resource in National Register District
 Contributing Resource in Local Historic District
 Determined Eligible for the National Register/Maryland Register
 Determined Ineligible for the National Register/Maryland Register
 Recorded by HABS/HAER
 Historic Structure Report or Research Report at MHT
 Other: MIHP #WA-II-34

6. Classification

Category	Ownership		Current Function			Resource Count	
						Contributing	Noncontributing
<input type="checkbox"/> district	<input checked="" type="checkbox"/>	public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape			
<input type="checkbox"/> building(s)	<input type="checkbox"/>	private	<input type="checkbox"/> commerce/trade	<input checked="" type="checkbox"/> recreation/culture			<input type="checkbox"/> buildings
<input type="checkbox"/> structure	<input type="checkbox"/>	both	<input type="checkbox"/> defense	<input type="checkbox"/> religion		<u>1</u>	<input type="checkbox"/> sites
<input checked="" type="checkbox"/> site			<input type="checkbox"/> domestic	<input type="checkbox"/> social			<input type="checkbox"/> structures
<input type="checkbox"/> object			<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation			<input type="checkbox"/> objects
			<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress		<u>1</u>	<input type="checkbox"/> Total
			<input type="checkbox"/> government	<input type="checkbox"/> unknown			
			<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use			
			<input type="checkbox"/> industry	<input type="checkbox"/> other:			
						Number of Contributing Resources previously listed in the Inventory <u>1</u>	

7. Description

Inventory No. WA-II-034

Condition

<input type="checkbox"/>	excellent	<input type="checkbox"/>	deteriorated
<input type="checkbox"/>	good	<input type="checkbox"/>	ruins
<input checked="" type="checkbox"/>	Fair	<input type="checkbox"/>	altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Description Summary

The Pack Horse Ford is a relatively flat ledge of rocks extending across the Potomac River about 1.5 miles southeast of the Sharpsburg, Maryland to Shepherdstown, West Virginia bridge (Rumsey Bridge). The ford can be seen as a ripple of waves where the river crosses the rocks. A footpath leads from the ford across the C&O Canal bed to cross Canal Road to a farm lane. This lane and the lane northwest near Blackford Cement Factory (WA-II- 368) historically provided access to the ford.

Description

The Pack Horse Ford is located southeast of Canal Road, which parallels the Chesapeake and Ohio Canal about 1.5 miles southeast of MD Rt. 34, near the road's James Rumsey Bridge to Shepherdstown, West Virginia. The ford can be reached by following a deer trail across the wooded C&O Canal bed and towpath to the banks of the Potomac River. This location is described as Mile 71.4, measured from the canal's point of origin at the Tidewater Lock in Georgetown, Washington, DC.¹ An historic marker is posted along the trail about 1/10 mile upstream from the actual ford.

The sandy riverbank does not show any obvious sign of a track leading to the Pack Horse Ford. The crossing is indicated by a line of ripples in the water where it flows over the rocks. This is visible all the way across the river to the West Virginia shore. Trough Road in West Virginia follows a gully down the embankment to the ford. About 3/10 mile upstream, or northwest, rapids in the river are formed by the remains of a timber dam which served Boteler's Mill, now in ruins.² Steep cliffs rise several hundred feet above this area.

North across Canal Road, opposite the trail to the Pack Horse Ford, a dirt farm lane leads through an open plowed field and runs up a hill through scrub pines. This route to the ford was used by the Confederate Army during their retreat after the Battle of Antietam (see attached military map, 1867).³ This area, now owned by a hunting club, is bounded by the Miller's Sawmill community to the south. North of the ford another dirt road follows a stream gully to the stone limekiln remains of WA-II-368, the Blackford Cement Factory. Successively north of the kiln within the next mile are located the iron trestle of the Norfolk and Western Railroad bridge; the stone piers of its predecessor the Shenandoah Valley Railroad bridge; the Shepherdstown River Lock; the stone piers of the Potomac Bridge (burned 1861, flooded 1936); Lock 38; the few buildings of Bridgeport; the aforementioned Rumsey Bridge; and Ferry Hill Plantation.⁴

8. Significance

Inventory No. WA-II-034

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input checked="" type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input checked="" type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates 1727, 1862 **Architect/Builder** unknown

Construction dates Pre-European contact; c.1727

Evaluation for:

National Register Maryland Register not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary of Significance

The Pack Horse Ford is significant under National Register Criterion A for its contribution to the exploration, settlement, commerce and transportation history of western Maryland and Virginia. A natural ford across the Potomac River south of Sharpsburg, it was utilized by Native Americans before the historical European settlement period. Explorers crossed the river here as early as 1707. By 1727 the Philadelphia Wagon Road had developed, using the ford as part of its route. This single access point facilitated commerce and settlement throughout western Maryland. By 1755 Swearingen's Ferry a mile upstream provided a safer and more convenient crossing between Shepherdstown and Sharpsburg, relegating the ford to only casual use. In the 1830s the C&O Canal further isolated the ford. The Pack Horse Ford regained importance during the Civil War, particularly after the Battle of Antietam. The 1849 covered bridge near the old ferry had been burned by the Confederates on their retreat from Harper's Ferry in June, 1861; therefore, the ford provided the only escape route for the Confederate Army in September, 1862. Federal troops pursuing them into West Virginia were slaughtered. A large Federal encampment near the ford protected the crossing and the canal for several months.

Resource History

The Pack Horse Ford was one of the most reliable crossing points of the Potomac River within the Cumberland/Shenandoah Valley. This shallow area of rocky riverbed was historically utilized by Delaware Indians to the north and Catawba Indians to the south.⁵ The Delaware Indian Trail was a primary early route through the valley leading to this site. The ford was traditionally reported as the site of a significant battle between the two tribes.

The first Europeans to explore western Maryland forded the Potomac River at the Pack Horse Ford as early as 1707.⁶ This ford and the Warriors' Trail or Pack Horse Trail provided the

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earliest route for commerce and settlement in the region. Travel by pack horse was the only means of transportation until the narrow Indian paths were widened for wagon traffic.

“The pack-horses used to carry bars of iron on their backs, crooked over and around their bodies—barrels were hung on them, one on each side.” A Pennsylvania centenarian, who had lived with the Indians and who died in 1830, recalled “seeing the first wagon arrive in Carlisle, and the indignation it excited amongst the packers, as likely to ruin their trade!—even the widening of the roads when first ordered, offended them!”⁷

The Pack Horse Trail was widened circa 1727 as part of the Philadelphia Wagon Road.⁸ At about this time Germans had begun settling near the ford’s West Virginia shore in the area near the ford known as Mecklenberg. Later Mecklenberg moved slightly upriver to Thomas Shepherd’s mill seat. In 1762, the town was platted and became known as Shepherdstown. Tracts on the Maryland side of the ford were also claimed in the late 1720s. The town of Sharpsburg was laid out at an old trading crossroads nearby in 1763.⁹ The “Wagon Road Ford” is noted in early deeds and surveys, notably a Virginia survey dated 1734.¹⁰

Two roads currently lead to the Pack Horse Ford: Canal Road from the northwest, and Miller’s Sawmill Road by way of Canal Road to the southeast. The Confederate trail is still visible directly north of the ford, and the remains of the road to the Blackford Cement Factory can be seen off Canal Road to the northwest. No extant maps show definitively which of these roads was the original Wagon Road leading to the ford.

By 1755 Thomas Swearingen had established his ferry across the Potomac River near the current Rumsey Bridge. This provided more reliable transportation, especially at times of high water when the ford was inaccessible. Governor Sharpe of Maryland reported guiding General Edward Braddock, Colonel George Washington, and their party to the ferry in 1755.¹¹ At times of low water levels the ford would have continued to provide a free river crossing, saving travelers the ferry charge. Late 18th century road improvements between Sharpsburg and Shepherdstown followed the ferry landing, leaving the ford as a secondary transportation route.

Fort Shepherd, at the current site of Shepherd College, protected the area during the French and Indian War. During the Revolutionary War both the ferry and the ford were used by the Continental Army to transport prisoners to Frederick City as well as to Fort Frederick.¹²

The Chesapeake and Ohio Canal was constructed along the Potomac River in the 1830s, obstructing access to the ford. Miller’s Basin south of the ford developed as a canal exchange point for goods. In 1813 John Blackford bought Swearingen’s Ferry and built a brick mansion, “Ferry Hill”, on the hill above. After purchasing the ferry in 1849, the Virginia and Maryland Bridge Company built a covered bridge and closed the ferry, providing the third transportation method of crossing the river. The buildings at Bridgeport were built in the early-mid 19th century and are associated with the canal and bridge crossing.¹³ The Blackford Cement Factory nearby was in operation as early as 1838. The adjacent log house, which was torn down in the 1980s, may have dated from the 18th century and could have been associated with the Pack Horse Ford.¹⁴ This early 19th century activity with commerce, transportation, and settlement bypassed

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the Pack Horse Ford, and therefore the natural feature which created the significance of this site is not even mentioned in contemporary documents.

The Pack Horse Ford enjoyed a resurgence of usefulness during the Civil War. After the Potomac Bridge was burned by the Confederate Army during its retreat from Harper's Ferry in June, 1861, the ford remained the only means of crossing the river for the rest of the war. By this time the ford had been renamed Boteler's and then Blackford's Ford for the two cement mills, one on either side of the Potomac.¹⁵ Troops from both the North and the South forded the river at least 18 times in the course of the war.¹⁶

The most significant wartime event at the ford occurred after the Battle of Antietam several miles to the northwest at Sharpsburg. General Lee's Confederate Army had forded the river on September 16th and 17th before the conflict, and afterwards the army retreated straight south from the Sharpsburg Pike to the ford and across the Potomac during the night of September 18th. At daybreak Lee sat on horseback in the waters of the ford, urging his last troops across. On the morning of September 20th they were pursued into West Virginia by Federal forces who fell back, unprepared for the Confederates' turn to advance upon them. In the confusion, many soldiers from the North fell over the Boteler's Mill cliffs to their death. Others drowned in crossing the milldam or were shot as they crossed the ford.¹⁷

Wounded soldiers were treated at William Blackford's house near his cement kiln. Several regiments of the Army of the Potomac encamped in the field north of the ford to protect the crossing as well as the C&O Canal. Parrott guns manned the knoll above the field for weeks.¹⁸ As Jacob Miller, the owner of part of the farm, described in a letter on December 7, 1862, "We have still got 2 Regiments a long the canal. there hedqus [headquarters] are in Billy Blackfords and our woods and they are Strung along the canal up and down. They have got our barn and wagon shed for their camaserry stores and the field back of the barn for a waggon yard and an encampment. There they commit all kinds of depredations burn our rails, board and pale fence, now and then milch our cows, use our sleigh shed and chicken house for horse stables, they stil occupy our blacksmith shop and the house oposite the horse stable, and our basement story for a provost yard of forty od Soldiers, our wash house to cook and wash in, there are 50 or 60 waggons employd here ..."¹⁹

The Pack Horse Ford was used by Confederate Generals James Longstreet and A.P. Hill on June 24, 1863, during their invasion of Maryland and Pennsylvania which led to the Battle of Gettysburg. Confederate General Jubal Early also forded the river here on July 5, 1864, in his desperate attempt to raid Washington DC.²⁰

After the Civil War an iron bridge was built to replace the covered bridge and the ford reverted to casual use; in 1939 the current James Rumsey Bridge was constructed.²¹ Major floods in 1924 and 1942 destroyed the canal, and it was designated a National Historical Park in 1971.²² Today fishermen and hikers along the canal trail can cross the ford when the water level is low, utilizing this natural feature for recreational transportation, as Native Americans used the ford for essential access centuries ago.

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Note: For Historical Context please refer to *A Transportation History of Mid-Maryland*, a Maryland Historical Trust grant funded context development project administered through The Catoclin Center for Regional Studies, 2002-2003.

9. Major Bibliographical References

Inventory No. WA-II-034

Antietam National Battlefield Historical Marker, Sharpsburg, MD.
Brook, Robert, "Survey Notebook", Shepherdstown, WV: Shepherd College Library, Thornton Perry Collection.
Clipp, Jim, "The Pack Horse Trail in Berkeley and Jefferson Counties", Eagle Scout Project, Martinsburg, WV, 1993.
Green, Fletcher M., ed., Ferry Hill Plantation Journal, Chapel Hill, NC: University of North Carolina Press, 1961.
High, Mike, The C&O Canal Companion, Baltimore: The Johns Hopkins University Press, 1997.
Pack Horse Ford Historical Marker, U.S. Park Service, Sharpsburg, MD.
Smith, J. L., Antietam to Appomatox with the 118th Pennsylvania Volunteers, the Corn Exchange Regiment, Philadelphia: 1892.
Sioussat, St. George Leakin, "Highway Legislation in Maryland", dissertation, Baltimore: Johns Hopkins University, 1899.

10. Geographical Data

Acreage of surveyed property Approx. 12.5 acres
Acreage of historical setting unknown
Quadrangle name Shepherdstown, WV Quad Quadrangle scale 1:24,000

Verbal boundary description and justification

The Pack Horse Ford is bounded on the north by the north bank of the Potomac River, on the south by the south bank of the Potomac River and the West Virginia state line; on the east by a line drawn across the western tip of a natural island; and on the west by the western-most (up-river) edge of the ford ripples (see USGS map).

This boundary was established to include only the river fording as it appears today. Road traces on the Maryland side beyond the north bank of the Potomac River are interrupted by the C&O Canal and Canal Road and cannot be positively documented as historically part of "the Pack Horse Trail." The Trough Road, on the West Virginia side of the Potomac River, while clearly part of the original road trace, it outside of the survey area.

11. Form Prepared by

name/title Paula S. Reed, PhD., Architectural Historian; Edie Wallace, Historian; Merry Stinson, Architectural Historian
organization Paula S. Reed & Associates, Inc. date February, 2003
street & number 105 N. Potomac Street telephone 301-739-2070
city or town Hagerstown state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

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Continuation Sheet

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Endnotes

- ¹ Mike High, The C&O Canal Companion, (Baltimore and London: The Johns Hopkins University Press, 1997) p. 97-99, 176.
- ² Ibid, p.177.
- ³ Ibid, p. 176.
- ⁴ Ibid, p. 177-180.
- ⁵ Gerald I. Sword, "Three Aspects of Washington County's History", prepared for the Washington County Tourism Division, December, 1972, p. 1.
- ⁶ Ibid.
- ⁷ St. George Leakin Sioussat, "Highway Legislation in Maryland", dissertation, (Baltimore, Johns Hopkins University, 1899), p. 132.
- ⁸ Jim Clipp, "The Pack Horse Trail in Berkeley and Jefferson Counties", Eagle Scout Project, Martinsburg, WV, 1993, p. 1.
- ⁹ Sword, op cit, p. 2, 3.
- ¹⁰ Survey for Isaac Garrison, April 4, 1734; Robert Brook Survey Notebook, Thornton Perry Collection, Shepherd College Library, Shepherdstown, WV.
- ¹¹ Sword, op cit, p. 2.
- ¹² Pack Horse Ford Historical Marker, U.S. Park Service, Sharpsburg, MD.
- ¹³ Mike High, The C&O Canal Companion, (Baltimore and London: The Johns Hopkins University Press, 1997), p. 176-180.
- ¹⁴ Fletcher M. Green, Ferry Hill Plantation Journal, (Chapel Hill, NC: University of North Carolina Press, 1961), entries for 1838.
- ¹⁵ High, op cit, p.176.
- ¹⁶ Sword, op cit, p. 8.
- ¹⁷ Antietam National Battlefield Historical Marker, Sharpsburg, MD.
- ¹⁸ J.L. Smith, Antietam to Appomattox with the 118th Pennsylvania Volunteers, Corn Exchange Regiment, (Philadelphia: 1892), p. 95.
- ¹⁹ Jan Wetterer, The Letters of the Jacob Miller Family of Sharpsburg, Washington County, Maryland, (Transcribed by Jan Wetterer, Hagerstown, MD, 1994), letter dated December 7, 1862, p. 3. Note: spelling and grammar are transcribed as written by Jacob Miller.
- ²⁰ High, op cit, p. 34, 36.
- ²¹ Sword, op cit, p. 8, 9.
- ²² High, op cit, p. 45-47.

Maryland Historical Trust
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Continuation Sheet

Number 9 Page 2

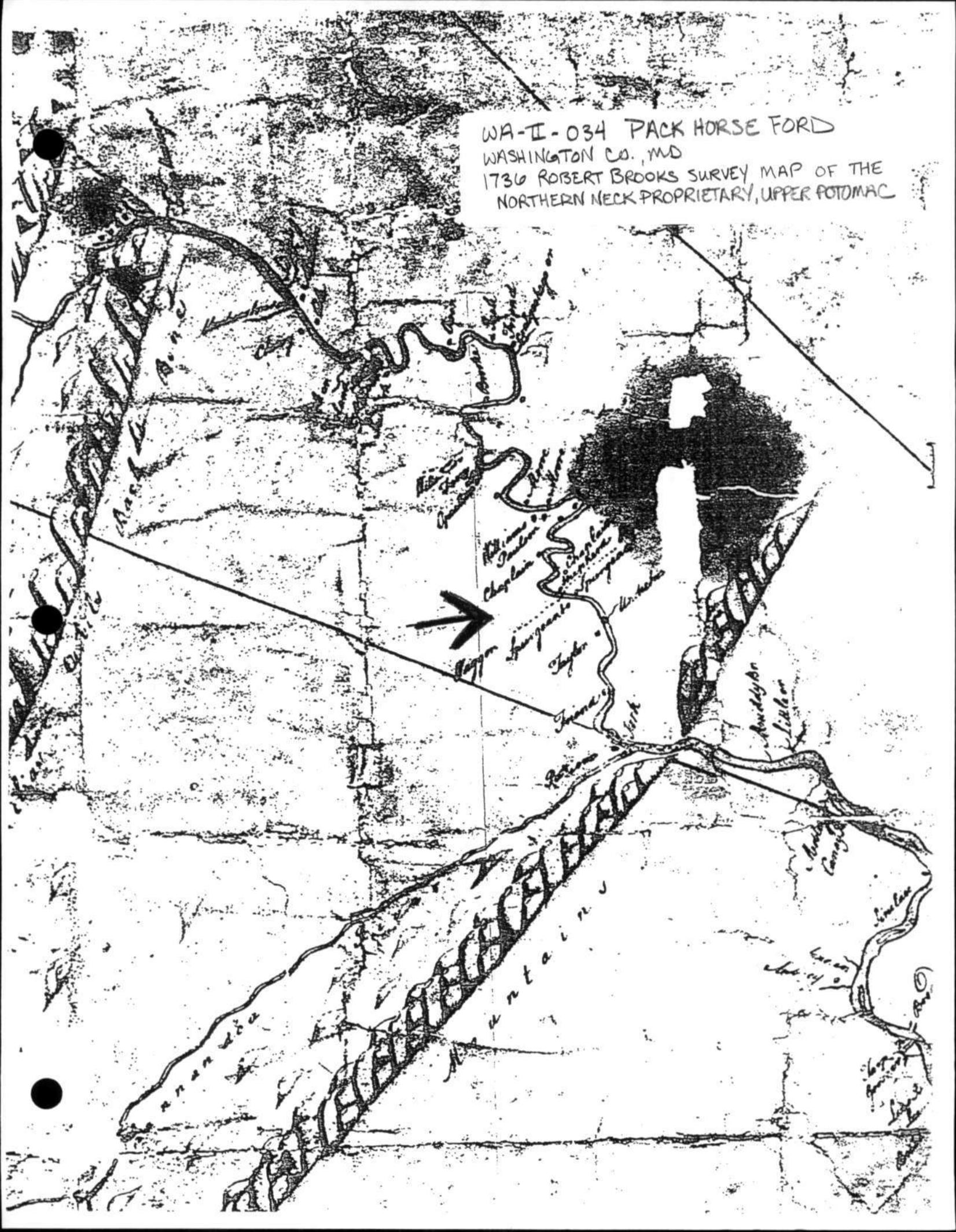
Bibliographical References, continued

Sword, Gerald I. "Three Aspects of Washington County's History." Hagerstown, MD: Washington County Tourism Division, 1972.

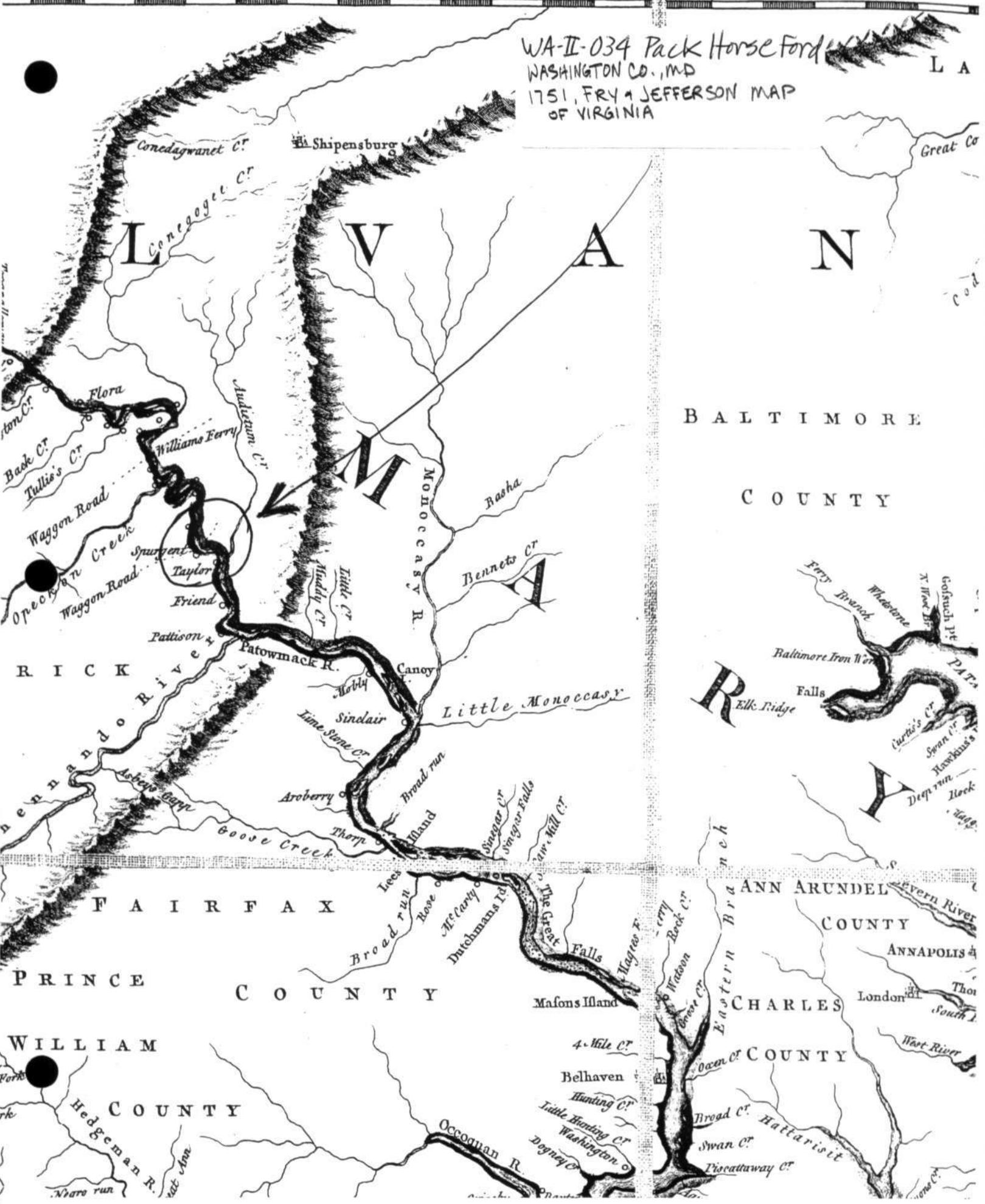
Washington County Historic Sites Survey, Annapolis, MD: Maryland Historical Trust, 1976.

Wetterer, Jan (ed.). The Letters of the Jacob Miller Family of Sharpsburg, Washington, County, Maryland. Hagerstown, MD: Jan Wetterer, 1994.

WA-II-034 PACK HORSE FORD
WASHINGTON CO., MD
1736 ROBERT BROOKS SURVEY MAP OF THE
NORTHERN NECK PROPRIETARY, UPPER POTOMAC



WA-II-034 Pack Horse Ford
WASHINGTON CO., MD
1751, FRY & JEFFERSON MAP
OF VIRGINIA



BALTIMORE
COUNTY

ANN ARUNDEL
COUNTY

PRINCE
COUNTY

WILLIAM
COUNTY

CHARLES
COUNTY

L A

Great Co

Co

PAT

Rock

evern River

ANNAPOLIS

London

Thoi

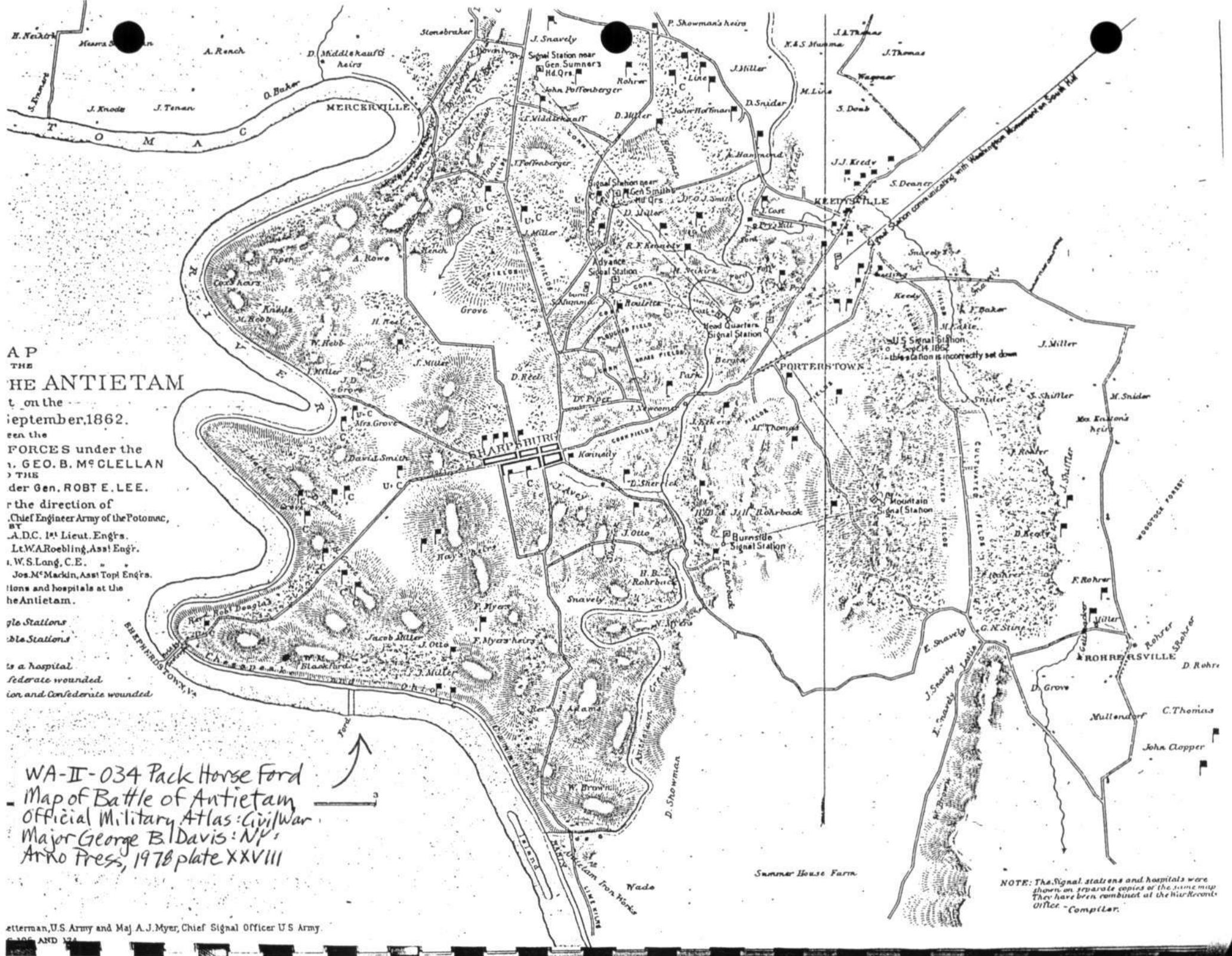
South

West River

Hallarist

Swan Cr

Piscataway Cr



A P
THE
THE ANTIETAM
t on the
September, 1862.

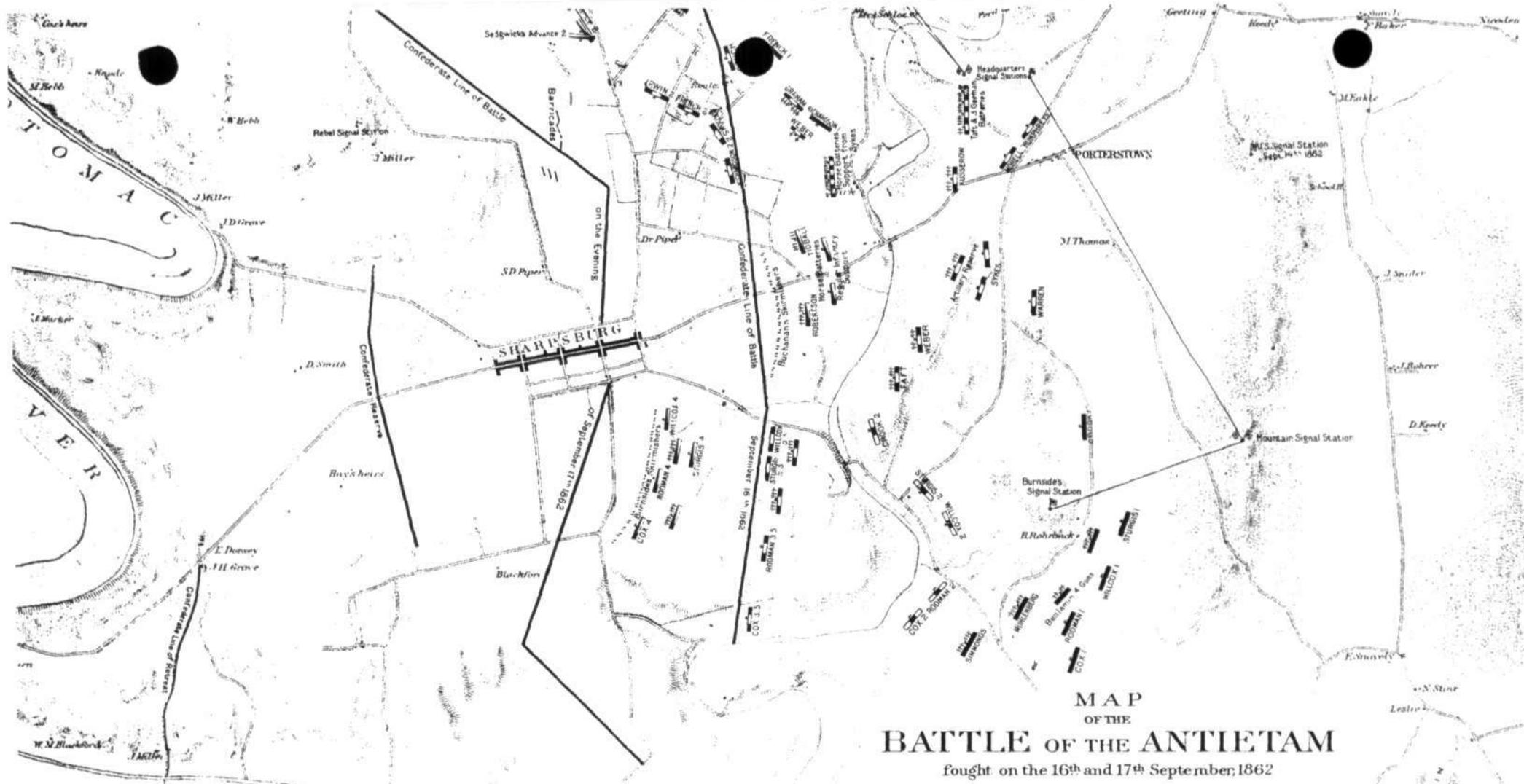
FORCES under the
Gen. GEORGE B. McCLELLAN
under Gen. ROBERT E. LEE.

for the direction of
Chief Engineer Army of the Potomac,
A.D.C. 1st Lieut. Engrs.
Lt. W. A. Roebling, Ass't Engr.
W. S. Long, C.E.
Jos. M. Mackin, Ass't Top. Engrs.
Houses and hospitals at the
the Antietam.

Signal Stations
able Stations
is a hospital
Federate wounded
ion and Confederate wounded

WA-II-034 Pack Horse Ford
Map of Battle of Antietam
Official Military Atlas: Civil War
Major George B. Davis: NY
Arno Press, 1978 plate XXVIII

NOTE: The signal stations and hospitals were shown on separate copies at the same map. They have been combined at the War Records Office. - Compiler.



MAP
OF THE
BATTLE OF THE ANTIETAM

fought on the 16th and 17th September, 1862

between the
UNITED STATES FORCES under the Command of MAJ. GEN. GEO. B. McCLELLAN
AND THE
CONFEDERATES under GEN. ROBERT E. LEE.

Prepared by Command of Maj. Gen. Geo. B. McClellan, from Surveys
under the direction of

- 1st Lt. Nicolas Bowen, U. S. Corps Top^l Eng^s
- 1st Lt. A. H. Cushing, U. S. Corps Top^l Eng^s
- Cha^l Shoemaker } Assts under the direction of
- E. F. Bowke } 1st Lt. A. H. Cushing
- Jos. M^o Makin } Top^l Eng^s
- C. A. Mallory }

October 1862.

- References to Troops etc.
- Indicates first position
 - - - extreme advance
 - final position
 - - - intermediate movements
 - 1, 2 & c successive movements
 - sk skirmishers
 - Artillery
 - Signal station
 - Confederate lines

Scale of feet
1000 2000 3000 4000 5000

Maj. Gen. George B. McClellan U.S. Army
1 : PAGE 36

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Pack Horse Ford

The Official Military Atlas of
the Civil War, 1867
Major George B. Davis NY
Arno Press 1976

plate XXVIII
(left side of page)

ENGAGEMENT
AT
DESERTED HOUSE
OR
KELLY'S STORE
NEAR
ANTHONY'S CROSSING

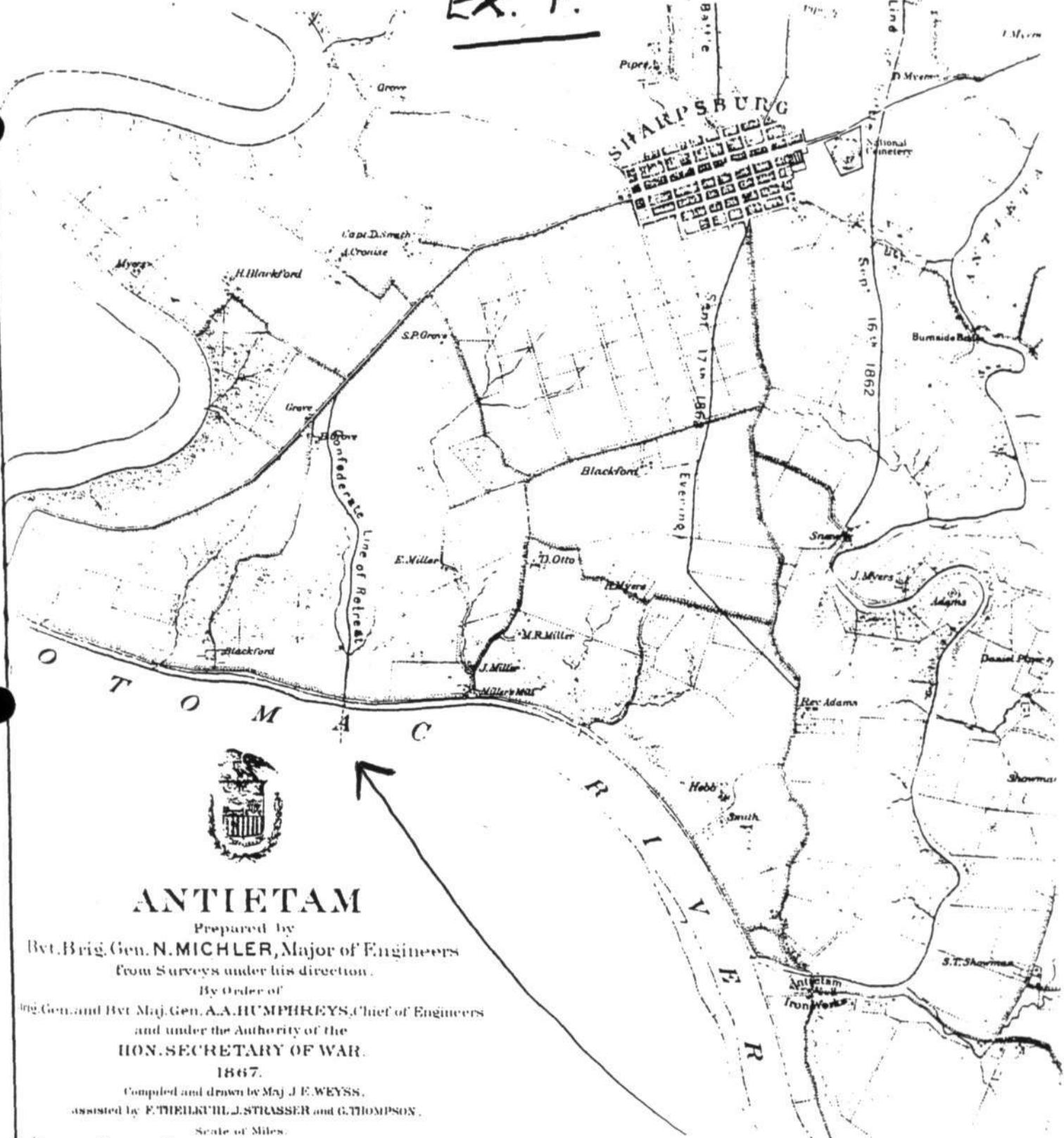
- Union Infantry
- - - Union Cavalry
- Union Artillery
- - - Rebel Infantry
- Rebel Cavalry
- ++ Rebel Artillery

3.

WA-II-034

SUMMIT OF THE ELK RIDGE MOUNTAIN

EX. F.



ANTETAM

Prepared by
 Bvt. Brig. Gen. N. MICHLER, Major of Engineers
 from Surveys under his direction.
 By Order of
 Maj. Gen. and Bvt. Maj. Gen. A.A. HUMPHREYS, Chief of Engineers
 and under the Authority of the
 HON. SECRETARY OF WAR.

1867.
 Compiled and drawn by Maj. J. E. WEYSS,
 assisted by F. THEILKÜHL, J. STRASSER and G. THOMPSON.
 Scale of Miles.

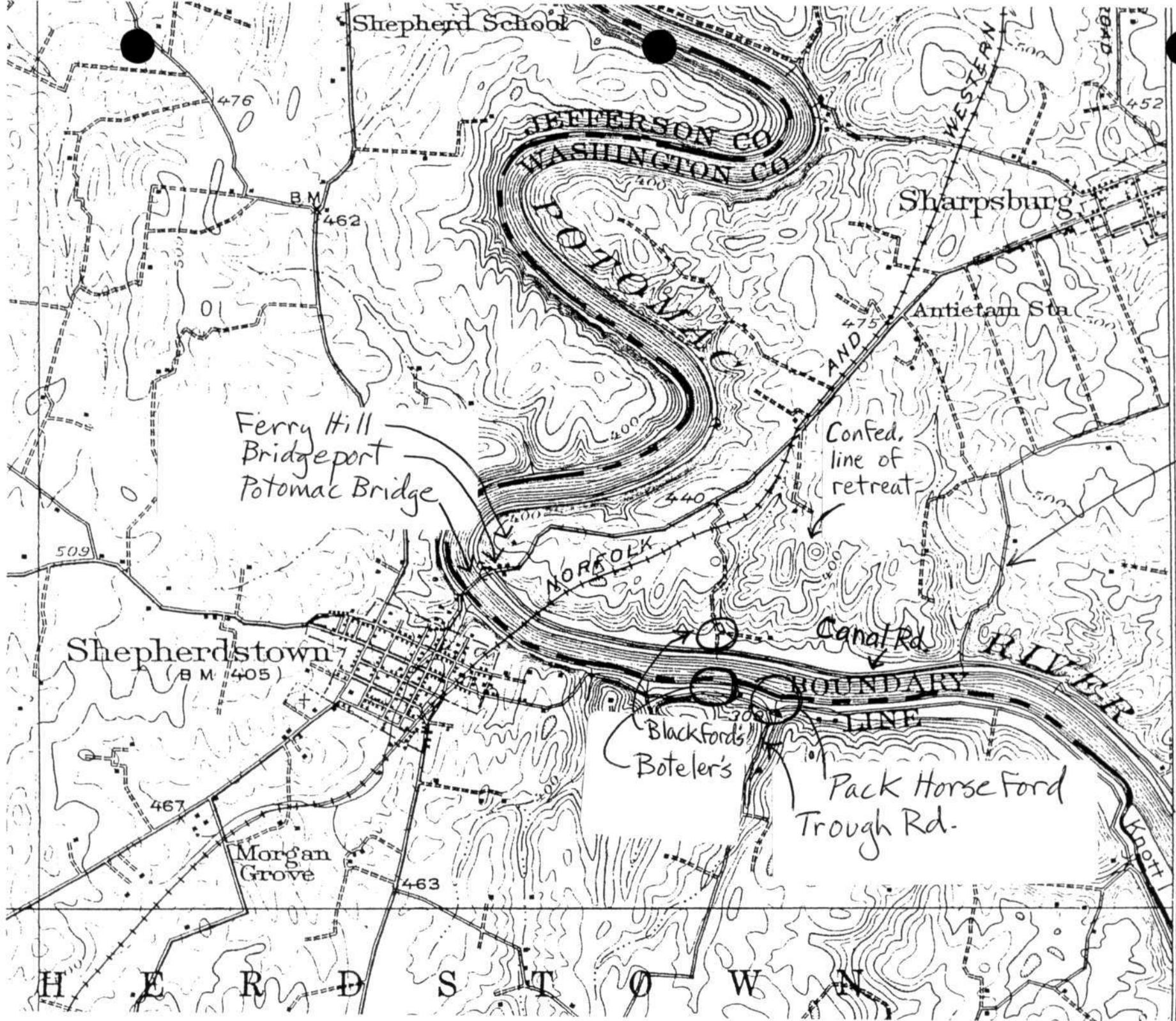
plate XXIX

WA-II-034 Pack Horse Ford
 Map: Antietam Battlefield
 Official Military Atlas: Civil War
 Major George B. Davis: NY
 Arno Press, 1978 plate XXIX

SHARPSBURG

DIST No. 1
Scale 2 inches to the Mile

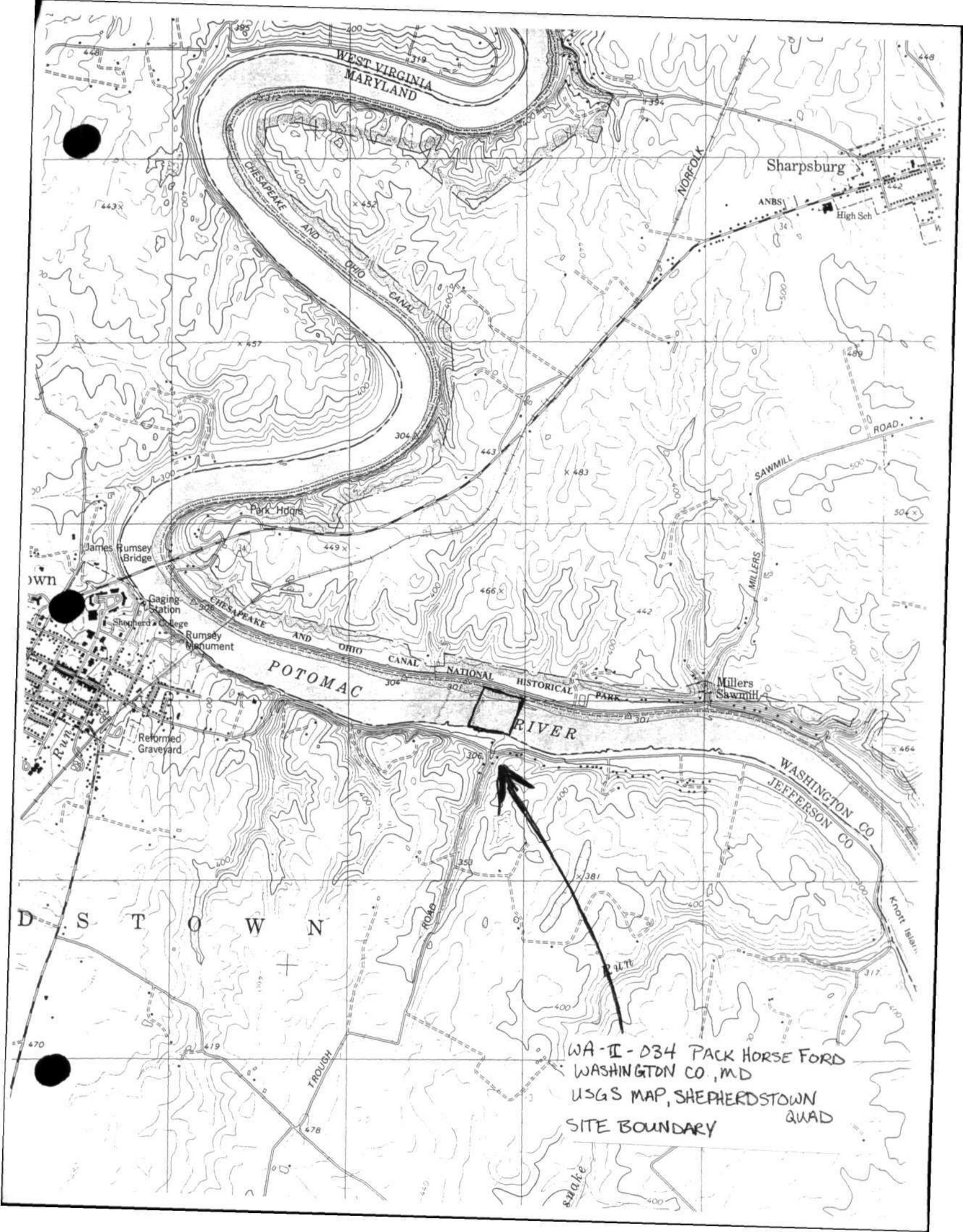




Miller's Sawmill Rd

WA-II-034 Pack Horse Ford
 U.S. Geological Survey 1910
 Martinsburg WV quad (enlarged)

25



WEST VIRGINIA
MARYLAND

Sharpsburg

POTOMAC RIVER

NATIONAL HISTORICAL PARK

WASHINGTON CO
JEFFERSON CO

D S T O W N

WA-II-034 PACK HORSE FORD
WASHINGTON CO, MD
USGS MAP, SHEPHERDSTOWN
QUAD
SITE BOUNDARY



WA-II-034

Pack Horse Ford

WA CO MD

Merry Stinson 2/03

MD 1SHP0

The ford, Potomac R.,
looking SE

1/10



WA-II-034

Pack Horse Ford

WA CO MD

Merry Stinson 2/03

MD 15HPO

Confederate Trail looking S

2/10



WA-II-034

Pack Horse Ford

WA CO MD

Merry Stinson 2/03

MD SHPO

Bonfederate Trail, looking N

3/10



WA-II-034
Pack Horse Ford

WA CO MD
Merry Stinson 2/03
MD SHPO

Blackford's Rd, looking N

4/10



WA-II-034

Pack Horse Ford

WA CO MD

Merry Stinson 2/03

MD SHPO

Blackford Cement kiln, S.

5/10



WA-II-034

Pack Horse Ford

Washington Co., MD

E. Wallace

3/03

MDSHPO

view NE of ford from West Virginia side

6/10



PACK HORSE FORD

Early settlers crossed the Potomac here. "Stonewall" Jackson and A. P. Hill used this ford on way to Battle of Antietam. Here Lee's army crossed after the battle, with the Corn Exchange Regiment, other Federals in pursuit.



WA-II-034

Pack Horse Ford

Washington Co, MD

E. Wallace

3/03

MD SHPO

Iron roadside marker at Trough Road, WVA side

7/10



WA-II-034

Pack Horse Ford
Washington Co., MD

E. Wallace

3/03

MDSHPO

View NE of ford, ^{from} WVA side (water level is high)

8/10



WA-II-034

Pack Horse Ford

Washington Co., MD

E. Wallace

3/03

MDSHPO

view S of Trough Road, WVA side

9/10

THIS CROSSING OF THE POTOMAC WAS KNOWN AS BOTELER'S, BLACKFORD'S OR THE SHEPHERDSTOWN FORD. BY IT FIVE DIVISIONS OF THE ARMY OF NORTHERN VIRGINIA, COMING FROM HARPER'S FERRY, CROSSED INTO MARYLAND, SEPTEMBER 16 AND 17, 1862, AND MARCHED TO THE FIELD OF ANTIETAM. JACKSON'S AND EWELL'S DIVISIONS CROSSED THE FORD ON THE MORNING OF THE 18TH; MCLAWS' AND R. H. ANDERSON'S DIVISIONS BEFORE SUNRISE ON THE 17TH, AND A. P. HILL'S DIVISION ABOUT NOON OF THE SAME DAY. DURING THE NIGHT OF THE 18TH, AND EARLY MORNING OF THE 19TH, THE ENTIRE ARMY RECROSSED FROM MARYLAND COVERED BY ARTILLERY IN POSITION ON THE VIRGINIA BLUFFS OVERLOOKING THE RIVER.

B.F. 1.

WA-II-034

Pack Horse Ford

Washington Co., MD

E. Wallace

3/03

MDSHPO

Iron roadside marker, WVA side

10/10

7. DESCRIPTION

CONDITION

(Check One)					
<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input checked="" type="checkbox"/> Unexposed
(Check One)			(Check One)		
<input type="checkbox"/> Altered		<input type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input type="checkbox"/> Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Packhorse Ford, also known as Blackford's Ford and Boteler's Ford is a crossing of the Potomac River about one half mile south of Maryland Route 34 in Washington County, Maryland. It is situated at a broad but shallow section of the river.

Although there is no apparent physical evidence of the trail leading to the ford, its location is evidenced by terrain ideal for a crossing. The site is marked by a state Civil War commemorative sign briefly explaining the ford's significance.

Land on the Maryland shore is in the possession of the U.S. government and is part of the Chesapeake and Ohio Canal National Historical Park. The river belongs to the State of Maryland.

SEE INSTRUCTIONS

B. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Columbian	<input type="checkbox"/> 16th Century	<input checked="" type="checkbox"/> 18th Century	<input type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify) _____
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Commerce	<input checked="" type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		_____
<input type="checkbox"/> Conservation			_____

STATEMENT OF SIGNIFICANCE

The Packhorse Ford is significant for the role it played in transportation and settlement in colonial Maryland and Virginia. One of the earliest crossings of the Potomac, the ford was instrumental in the movement to frontier areas early in the 18th century.

As the population of Maryland and Virginia grew, the ford was replaced by a ferry operation a short distance upstream. Established by Thomas Van Swearingen before 1755, the ferry was purchased by John Blackford in 1816.

During the Civil War, Blackford's Ford was an important crossing for troops. Lee's Army retreated across the Potomac at this spot after the battle of Antietam.

Further information on the history of the ford is attached in a section of a paper entitled, "Three Aspects of Washington County's History," prepared for the Washington County Tourism Division, Hagerstown, Maryland, by Gerald I. Sword, December, 1972.

The importance of the Packhorse Ford as part of an early route to the south and west as well as its Civil War significance indicate that it is worthy of recognition at the national as well as state and local levels.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Green, Fletcher, M., Ed., Ferry Hill Plantation Journal, Chapel Hill: University of North Carolina Press, 1961.
 Rouse, Parke, Great Wagon Road: From Philadelphia to the South, New York: McGraw Hill, 1973.
 Sword, Gerald I., "Three Aspects of Washington County's History," prepared for the Washington County Tourism Division, December, 1972.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	COUNTY:

11. FORM PREPARED BY

NAME AND TITLE:
 Paula Stoner Dickey, Consultant

ORGANIZATION: Washington County Historic Sites Survey DATE: January, 1974

STREET AND NUMBER:
 Court House Annex

CITY OR TOWN: Hagerstown STATE: Maryland

12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:

National State Local

Signature _____

SEE INSTRUCTIONS



WA-II-034

S.

Paula Stoner Dickey
Consultant, Washington Co. Historical Sites Survey

August, 1973