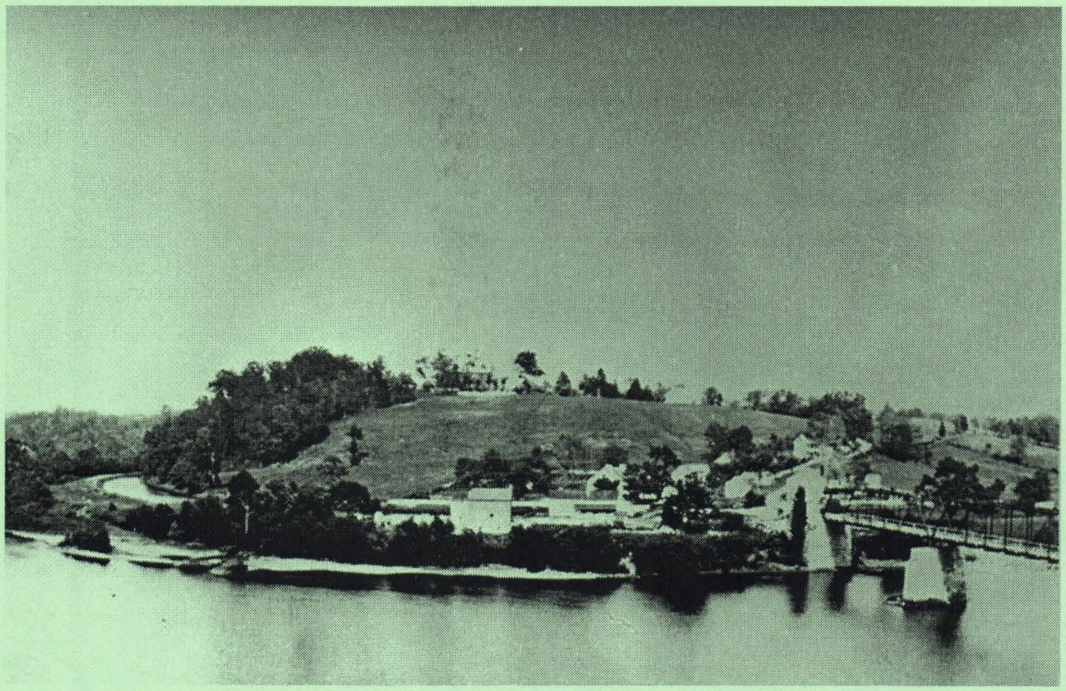
Document No.: D-214

CULTURAL LANDSCAPE REPORT

Ferry Hill

Chesapeake & Ohio Canal National Historical Park



View of Ferry Hill, Bridgeport, the C&O Canal from Shepherdstown (ca. 1890)

June 2004

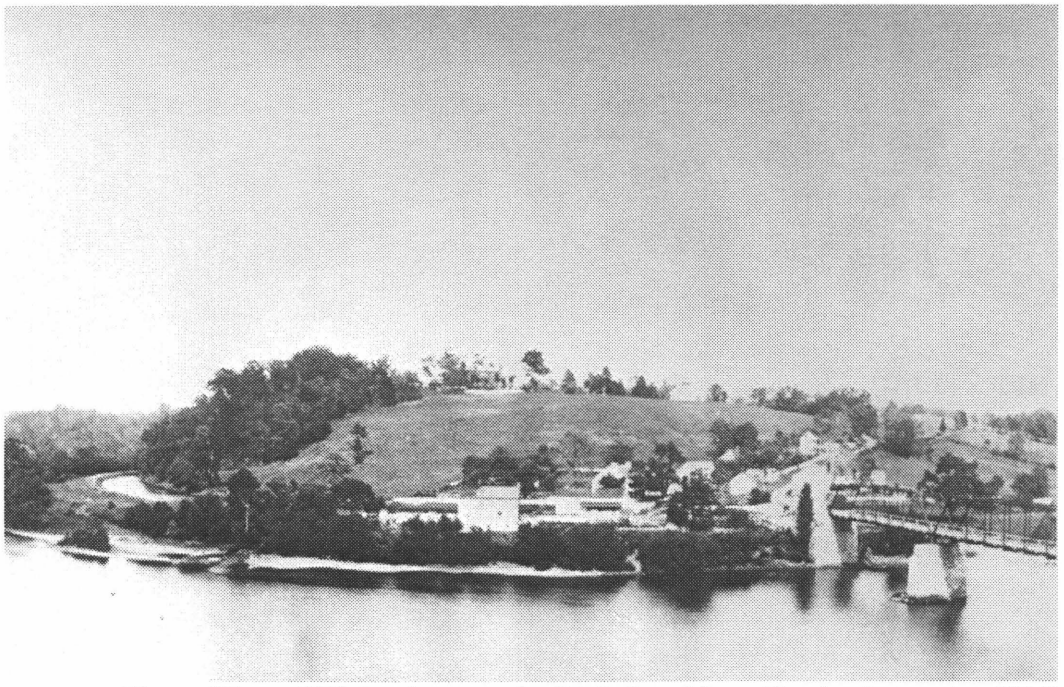
QUINN EVANS | ARCHITECTS
1214 Twenty-eighth Street, NW
Washington, DC

Document No.: D-214

CULTURAL LANDSCAPE REPORT

Ferry Hill

Chesapeake & Ohio Canal National Historical Park



View of Ferry Hill, Bridgeport, the C&O Canal from Shepherdstown (ca. 1890)

June 2004

QUINN EVANS | ARCHITECTS
1214 Twenty-eighth Street, NW
Washington, DC

Publication Credits: Information in this publication may be copied and used, with the condition that full credit is given to the authors, their companies, and the National Park Service. Appropriate citations and bibliographic credits should be made for each use.

United States Department of the Interior Mission Statement: As the Nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally-owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historical places; and providing for the enjoyment of life through outdoor recreation. The Department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The Department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

TABLE OF CONTENTS

Executive Summary.....iii
List of Illustrations.....iv

PART I: HISTORY, EXISTING CONDITIONS, AND ANALYSIS

Chapter 1 – Introduction**.....1**
Scope of the Report.....1
Location.....3
Description of the Property.....7
Methodology.....8
Management Summary.....10

Chapter 2 – Site History**.....11**
Overview.....11
Pre-Settlement and Early Settlement before 1801.....16
1801 - 1835: John Blackford's Ferry Hill Plantation, Pre-C&O Canal.....23
Summary of Landscape Characteristics, 1801 - 1835.....33
1835 - 1861: Establishment of the Chesapeake and Ohio Canal.....35
Summary of Landscape Characteristics, 1835 - 1861.....40
1861 - 1865: The American Civil War and Henry Kyd Douglas.....44
Summary of Landscape Characteristics, 1861 - 1865.....47
1865 - 1889: Post Civil War to Flood of 1889.....53
Summary of Landscape Characteristics, 1865 - 1889.....54
1889 - 1939: Agriculture, Transportation, and the Abandonment of the Canal.....57
Summary of Landscape Characteristics, 1889 – 1939.....65
1939 – 1979: Beckenbaugh/Morrison Restaurant.....68
Summary of Landscape Characteristics, 1939 – 1979.....69
1979 – 2003: Chesapeake and Ohio Canal National Historical Park.....72
Summary of Landscape Characteristics, 1979 – 2003.....73

Chapter 3 – Existing Conditions**.....75**
Overview.....75
Environmental Context and Setting.....79
Vegetation.....80
Views.....82
Topography.....83
Land Use.....83
Spatial Organization.....83
Circulation.....84
Buildings and Structures.....85
Small-Scale Features.....89
Constructed Water Features.....90

Chapter 4 – Analysis and Evaluation 99
Statement of Significance and Periods of Significance.....99
Component Landscapes and Character Areas 101
Evaluation of Landscape Characteristics.....104
Vegetation.....105
Views..... 111
Topography 118
Land Use 120
Spatial Organization and Circulation 122
Buildings and Structures 125
Small-scale Features and Constructed Water Features 126
Response to Natural Features 130
Summary of Integrity 133

PART II: TREATMENT

Chapter 5 – Management Philosophy and Management Issues.....135
Management Philosophy.....135
Landscape Character Areas.....138
Management Issues and General Recommendations 141

Chapter 6 –Treatment Alternatives.....147
Treatment Alternative I: Rehabilitation with Minimal Intervention.....147
Treatment Alternative II: Rehabilitation with Moderate Intervention 152
Treatment Alternative III: Rehabilitation with Maximum Intervention 158

Chapter 7 – Recommended Treatment.....165
General Concept.....165
Management Zones.....166
Ferry Hill Core Treatment Area.....166
Ferry Hill Secondary Zone.....168
Bridgeport Core Treatment Area.....169
Canal and Towpath 171
Wooded Hillside North of MD 34 172
Wooded Hillside South of MD 34 172
Rural Character Buffer.....173
MD 34, the Bridge, and Pedestrian Access to the Towpath.....173

Bibliography.....177

Appendix A......179

EXECUTIVE SUMMARY

The Ferry Hill property was purchased by the National Park Service in 1974 to become a unit of the Chesapeake and Ohio Canal National Historical Park. The site was established as the headquarters for the park in 1980. During 2002, the park headquarters were moved from Ferry Hill to Hagerstown, Maryland. Planning for more intensive use of the Ferry Hill property as an interpretive site led to the need for a comprehensive understanding of the historic landscape, and the preparation of this Cultural Landscape Report (CLR). The CLR is the primary research document used by the NPS to identify and document features and qualities representing a landscape's historic significance and integrity. CLRs provide immediate and long-term guidance for protecting unique features and qualities to ensure their availability for future generations.

This Cultural Landscape Report for Ferry Hill is presented in two sections. Part I provides National Park Service managers with a comprehensive understanding of the physical evolution of the property's landscape, documenting the site history and existing conditions, then presenting an analysis and evaluation of existing versus historic conditions. The physical history of the site is presented in Chapter 2. Documenting the history of the site involved research of both primary and secondary sources. In addition to reviewing materials located within the park library and files, historical research was conducted at the Washington County Historical Society archives, Western Maryland Room, Antietam National Battlefield archives, the Washington County Courthouse, the National Park Service Mid Atlantic Regional Storage Facility, the University of Maryland at College Park (Maryland Room collection), the Shepherdstown Museum, and the Shepherdstown Library. Existing conditions were recorded during a site survey conducted in October 2000, and are presented in Chapter 3. In Chapter 4, a complete description of the significance and integrity of the historic landscape is provided.

Part II provides guidance for the future management of the site. Part II begins with considering appropriate management philosophies based on the *Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for the Treatment of Cultural Landscapes.* Rehabilitation is identified as the most appropriate management philosophy to be applied to the site, and a series of management issues are outlined in Chapter 5. Chapter 6 describes three Rehabilitation treatment alternatives that provide a range from minimal intervention to maximum intervention. A recommended treatment plan was developed and is presented in Chapter 7.

The National Capital Regional Office of the National Park Service, located in Washington, D.C., provided the funding for this project. The report was prepared by QUINN EVANS | ARCHITECTS, a consulting firm specializing in the preservation of historic architecture and historic landscapes. EDAW, Inc., served as a partner with QUINN EVANS | ARCHITECTS in the preparation of Chapter 3: Existing Conditions.

LIST OF ILLUSTRATIONS

PART I

Chapter 1: *Introduction*

Figure 1.1: Chesapeake and Ohio Canal National Historical Park, Regional Location 3
Figure 1.2: The Chesapeake and Ohio Canal Near Ferry Hill 5
Figure 1.3: Ferry Hill Location Map 6

Chapter 2: *Site History*

Figure 2.1: Early Transportation 14
Figure 2.2: 1736 Winslow Map 15
Figure 2.3: The Great Wagon Road and Williams Ferry 19
Figure 2.4: Shepherdstown Ferry, date unknown 20
Figure 2.5: Ferry Inn at Bridgeport, between 1848 and 1938 20
Figure 2.6: Historic Period Plan, 1801 22
Figure 2.7: Ferry Hill Mansion House, before 1950 26
Figure 2.8: View of Ferry Hill from Shepherdstown, ca. 1890 26
Figure 2.9: Conjectural Plan of Ferry Hill in the Nineteenth Century 31
Figure 2.10: Historic Period Plan, 1801-1835 32
Figure 2.11: Sketch View of Bridgeport and Shepherdstown from Ferry Hill, ca. 1850 39
Figure 2.12: View of Bridgeport and Shepherdstown from Ferry Hill, ca. 1904 39
Figure 2.13: Historic Period Plan, 1835-1861 43
Figure 2.14: 1861 Battle of Antietam, line of Retreat through Ferry Hill 48
Figure 2.15a: Sharpsburg, Ferry Hill, and Surrounding Area, 1867 49
Figure 2.15b: 1867 "Antietam" Map 50
Figure 2.16: View of Bridgeport and Shepherdstown from Ferry Hill, 1913 51
Figure 2.17: Historic Period Plan, 1861-1865 52
Figure 2.18: 1877 Washington County Atlas 55
Figure 2.19: Historic Period Plan, 1865-1889 56
Figure 2.20: 1886 Western Maryland, detail 58
Figure 2.21: View of Bridgeport and Shepherdstown from Ferry Hill, ca. 1904 58
Figure 2.22: Third toll bridge, facing Bridgeport and Ferry Hill 59
Figure 2.23: Lock 38 during the 1924 flood 63
Figure 2.24: Aerial photograph of site, 1937 64
Figure 2.25: Aerial photograph of site, 1952 64
Figure 2.26: Historic Period Plan, 1889-1939 67
Figure 2.27: Historic Period Plan, 1939-1979 71

Chapter 3: *Existing Conditions*

Figure 3.1: Existing Conditions Plan 76
Figure 3.2: Component Landscapes 77
Figure 3.3: Landscape Character Areas 78
Figure 3.4: Existing Vegetation 80
Figure 3.5: Lock 38 91
Figure 3.6: Ferry Hill Component Landscape from Route 34 91
Figure 3.7: Bridgeport on the Road to Sharpsburg between Route 34 and the C&O Canal 91
Figure 3.8: Parking and Vegetation Near Garage/Office 92
Figure 3.9: Bridgeport Yards 92
Figure 3.10: Mature Trees at Ferry Hill 92

Figure 3.11: Edge of Bridgeport along Canal Road..... 93
Figure 3.12: Urias Knode House Garden, Bridgeport..... 93
Figure 3.13: Lock 38 Parking Lot..... 93
Figure 3.14: Ferry Hill Sugar Maple..... 94
Figure 3.15: Ferry Hill Driveway..... 94
Figure 3.16: View Northeast from Ferry Hill Mansion House..... 94
Figure 3.17: MD 34 near Secondary Entrance to Ferry Hill..... 95
Figure 3.18: Parking and Vegetative Screen..... 95
Figure 3.19: Mature White Oak..... 95
Figure 3.20: C&O Canal and Towpath..... 96
Figure 3.21: James Rumsey Bridge and Lock 38..... 96
Figure 3.22: Brick Entrance Walls at Ferry Hill..... 96
Figure 3.23: Driveway at Ferry Hill..... 97
Figure 3.24: Traces of Historic Road..... 97
Figure 3.25: Historic Bridge Piers..... 97
Figure 3.26: Well Cover..... 98
Figure 3.27: Commemorative Markers..... 98
Figure 3.28: Ferry Inn Foundation Remnants..... 98

Chapter 4: *Analysis and Evaluation*

Figure 4.1: Component Landscapes..... 102
Figure 4.2: Landscape Character Areas..... 103
Figure 4.3: Historic Vegetation, 1835 to 1861..... 105
Figure 4.4: Existing Vegetation..... 106
Figure 4.5: Sugar maple on south side of Ferry Hill mansion house..... 107
Figure 4.6: Mature white oak..... 107
Figure 4.7: Ornamental plants near buildings..... 107
Figure 4.8: Ornamental plants on the north side of the Ferry Hill mansion house..... 108
Figure 4.9: Ferry Hill and Bridgeport Viewed from Shepherdstown, ca. 1890..... 109
Figure 4.10: Ferry Hill Viewed from Shepherdstown, December 2000..... 109
Figure 4.11: Aerial View of Ferry Hill, 1937..... 110
Figure 4.12: Aerial View of Ferry Hill, 1952..... 110
Figure 4.13: Aerial View of Ferry Hill, ca. 1970..... 111
Figure 4.14: Sketch View of Bridgeport and Shepherdstown from Ferry Hill, ca. 1850..... 112
Figure 4.15: View of Bridgeport and Shepherdstown from Ferry Hill, ca. 1904..... 112
Figure 4.16: Photograph of Bridgeport and Shepherdstown from Ferry Hill, 1913..... 113
Figure 4.17: Current View from Ferry Hill Mansion House towards Shepherdstown, 2003..... 113
Figure 4.18: Ferry Hill and Bridgeport from Shepherdstown, December 2002..... 114
Figure 4.19: "Douglas Hill and Bridgeport from Shepherdstown, W. VA." Between 1848 and 1938..... 114
Figure 4.20: Contemporary view at vantage point of Figure 4.15, taken 2000..... 115
Figure 4.21: Bypass Flume, Lock 38, and James Rumsey Bridge, facing northwest, 2000..... 115
Figure 4.22: Lock 38 and James Rumsey Bridge, facing North, 2000..... 116
Figure 4.23: Lock 38 during Flood in 1924..... 116
Figure 4.24: Historic Land Use, Conceptual Diagram, Pre-1861..... 120
Figure 4.25: Existing Land Use..... 121
Figure 4.26: Ferry Hill curved stone retaining wall, 2001..... 126
Figure 4.27: Ferry Hill wall before ca.1950..... 127
Figure 4.28: Ferry Hill Foundation Remnant at Bridgeport..... 127
Figure 4.29: Fence and gate at Bridgeport..... 127
Figure 4.30: Fences, gate, and animal pens in Bridgeport..... 128
Figure 4.31: C&O Canal Lock No.38, and the contemporary wooden footbridge..... 128
Figure 4.32: Existing Brick Walls at site entry..... 128
Figure 4.33: Power lines and a road sign along MD 34 at Ferry Hill..... 129
Figure 4.34: Well cover in lawn at Ferry Hill..... 129
Figure 4.35: Parking area, portable toilet, and Ferry House foundation remnants..... 129

PART II

Chapter 5: *Management Philosophy*

Figure 5.1: Component Landscapes 139
Figure 5.2: Landscape Character Areas 140

Chapter 6: *Treatment Alternatives*

Figure 6.1: Management Zones, Treatment Alternative I: *Rehabilitation with Minimal Intervention* 150
Figure 6.2: Schematic Plan, Treatment Alternative I: *Rehabilitation with Minimal Intervention* 151
Figure 6.3: Management Zones, Treatment Alternative II: *Rehabilitation with Moderate Intervention* 156
Figure 6.4: Schematic Plan, Treatment Alternative II: *Rehabilitation with Moderate Intervention* 157
Figure 6.5: Management Zones, Treatment Alternative III: *Rehabilitation with Maximum Intervention* 162
Figure 6.6: Schematic Plan, Treatment Alternative III: *Rehabilitation with Maximum Intervention* 163

Chapter 7: *Recommended Treatment Plan*

Figure 7.1: Management Zones, Recommended Treatment: *Rehabilitation* 174
Figure 7.2: Schematic Plan, Recommended Treatment: *Rehabilitation* 175

Chapter 1:
Introduction

PART I:
CHAPTER 1 INTRODUCTION

Scope of the Report

The purpose of this Cultural Landscape Report is to guide treatment and use of the Ferry Hill and Bridgeport sites that are a portion of the Chesapeake and Ohio Canal National Historical Park. The report provides park managers with a comprehensive understanding of the physical evolution of the landscape, and recommendations for management of the historic landscape resources at the sites. The National Capital Regional Office of the National Park Service, located in Washington, D. C., funded this project. The report was prepared by QUINN EVANS | ARCHITECTS, a consulting firm specializing in the preservation of historic architecture and historic landscapes. EDAW, Incorporated, prepared a draft of Chapter 3, Existing Conditions, and the CADD base maps and GIS products associated with the project. The report is organized in the following manner:

Part I: Site History, Existing Conditions, Analysis and Evaluation

Chapter 1: Introduction
Documents the scope of the report, location and description of the property involved, identifies the project consultants, and describes the methodology used. The two component landscapes of Ferry Hill and Bridgeport are described, as are the landscape character areas associated with each of them.

Chapter 2: Site History
Documents and analyzes historic information as it relates to the chronological development of the site. This section identifies the major periods of development and describes the evolution of the physical landscape. A "Historic Period Plan" for each development phase illustrates the known physical characteristics and features associated with each period. A "Summary of Landscape Characteristics" is provided for each major period describing the landscape conditions during that phase. A description of the two component landscapes associated with the site is provided in the Methodology section of Chapter 1.

Chapter 3: Existing Conditions
Describes and illustrates the existing conditions of the landscape features associated with the site. The component landscapes are divided into "Landscape Character Areas" and described.

Chapter 4: Analysis and Evaluation
Evaluates the historical integrity of the character-defining features associated with the historic landscape. Provides a "Statement of Significance" and defines the "Period of Significance" for Ferry

Hill. The Ferry Hill cultural landscape analysis focuses on eleven landscape characteristics, including vegetation, views, topography, land use, spatial organization, circulation, buildings and structures, cluster arrangement, small-scale features, constructed water features, and response to natural features. The analysis of these characteristics provides a summary of qualities and features that should be understood to protect or enhance the historic landscape through a historic landscape treatment plan.

Part II: Treatment

Chapter 5: Management Philosophy
Descriptions of the four types of treatment for historic landscapes, as outlined by *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* and *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques,* are provided[1]. Rehabilitation is selected as the most appropriate approach for the Ferry Hill site. The two component landscapes, Ferry Hill and Bridgeport, are described. Landscape character areas associated with each of the component landscapes are defined and illustrated. Finally, management issues to be addressed by the treatment recommendations are identified and described, and general recommendations are provided.

Chapter 6: Treatment Alternatives
Three alternative landscape treatment plans are described. Each plan provides landscape management zones and includes general treatment recommendations for each zone.

Chapter 7: Recommended Treatment Plan
The following Management Zones are identified and described: Ferry Hill Core Treatment Area, Ferry Hill Buffer Zone, Bridgeport Core Treatment Area, Canal and Towpath Area, Wooded Hillside North of MD 34, Wooded Hillside South of MD 34, Rural Character Buffer Zone, MD 34, the James Rumsey Bridge, and Pedestrian Access to the Towpath. Treatment recommendations for each of the zones are provided.

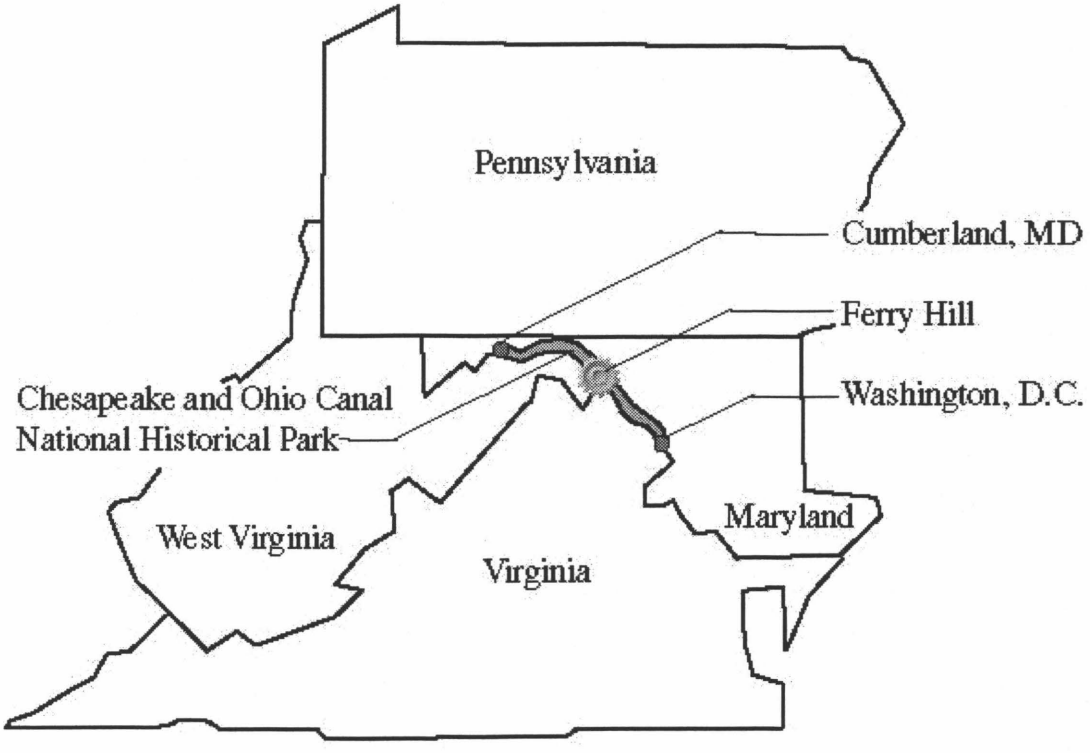
[1]Page, Robert R., Cathy A. Gilbert and Susan A. Dolan, *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (Washington, D.C.: U. S. Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Park Historic Structures and Cultural Landscapes Program, 1998) and United States Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Heritage Preservation Services, Historic Landscape Initiative, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* (Washington, D.C., 1996).

PART I:
CHAPTER 1 INTRODUCTION

Location

The Ferry Hill historic landscape is located within the boundaries of the Chesapeake and Ohio Canal National Historical Park. The park is located in the Northeastern United States and runs 184.5-miles along the Potomac River from Georgetown in Washington, D.C., to Cumberland, Maryland (see figure 1.1). The entire park lies within the boundaries of the State of Maryland and Washington, D.C. Because portions of the Potomac River serve as state boundaries, the C&O Canal is closely associated with towns and historic sites in Virginia, West Virginia, and Pennsylvania.

FIGURE 1.1: CHESAPEAKE AND OHIO CANAL NATIONAL HISTORICAL PARK, REGIONAL LOCATION

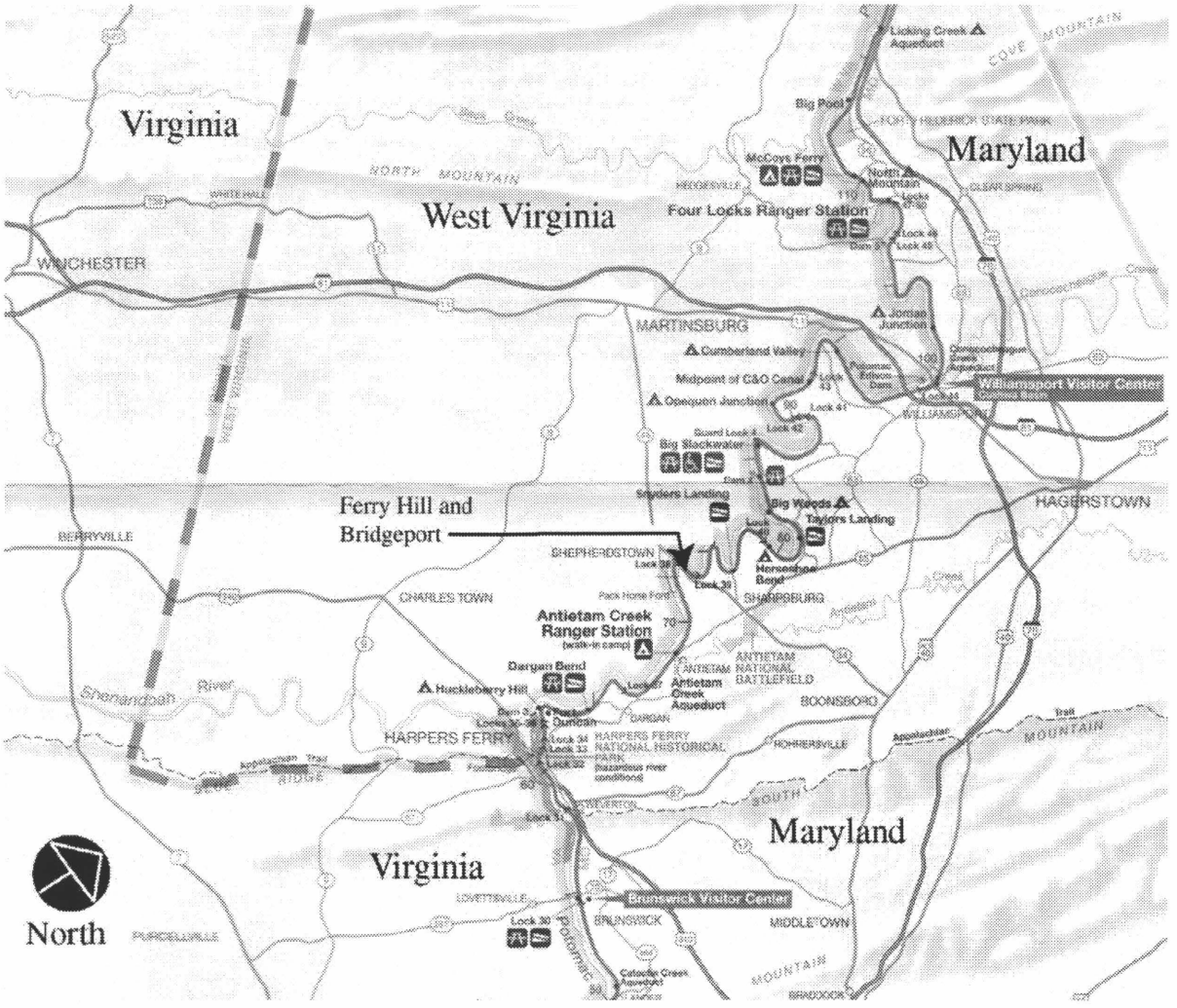


PART I:
CHAPTER 1 INTRODUCTION

The Ferry Hill site lies roughly half-way between the Chesapeake and Ohio Canal National Historical Park Williamsport and Brunswick Visitor Centers in Maryland. Other nearby National Parks include Antietam National Battlefield and Harpers Ferry National Historical Park (see figure 1.2).

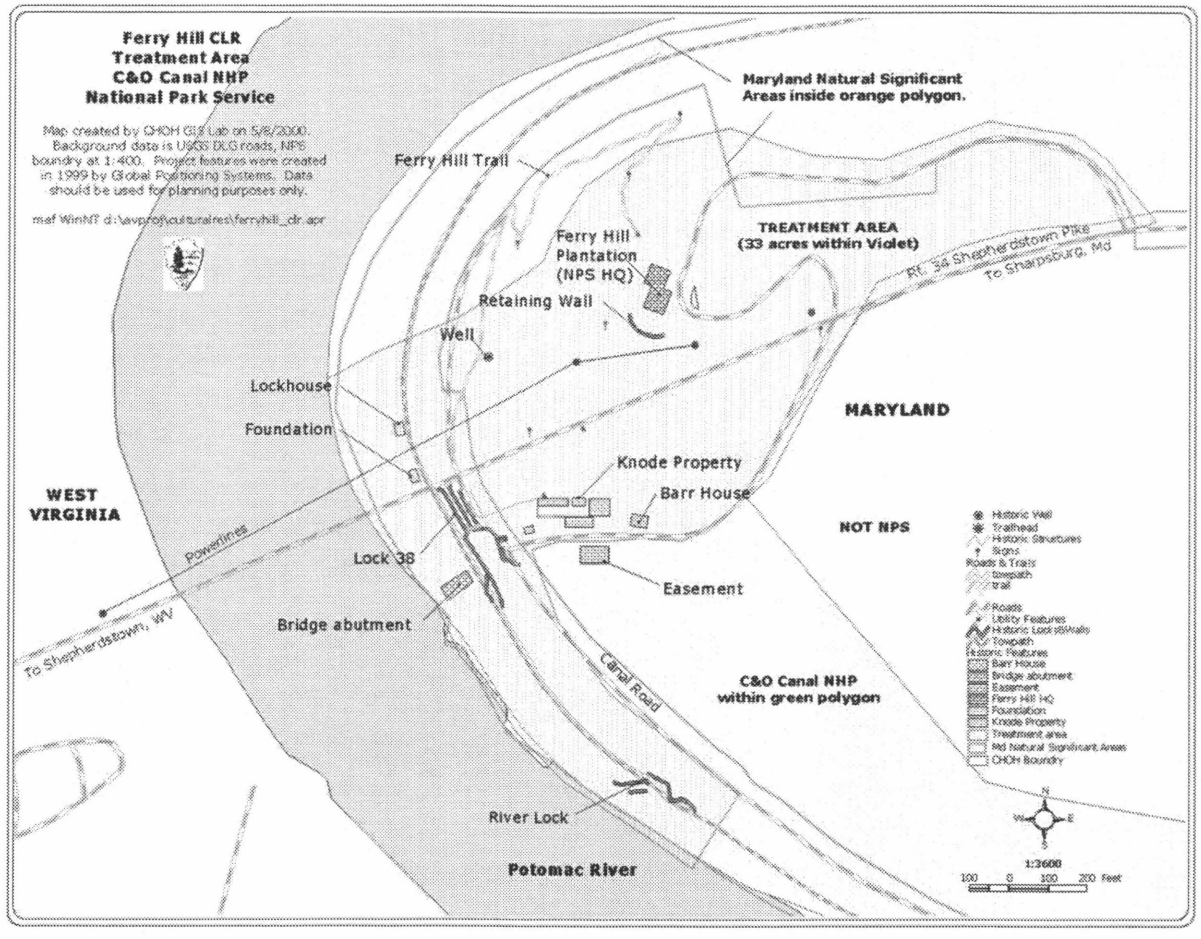
Ferry Hill is adjacent to the east bank of the Potomac River and the Chesapeake and Ohio Canal in Washington County, Maryland. The site is roughly four miles southwest of Sharpsburg, Maryland, and is bisected by State Route 34 which cuts through the site at a southwest to northeast angle (see figure 1.3). This division relates to the two component landscapes of Ferry Hill and Bridgeport—the former being the highland associated with the Ferry Hill mansion house, the latter being the lowland and sloped area associated with the ferry, bridges and canal. State Route 34 terminates at the James Rumsey Bridge, which crosses the Potomac River to Shepherdstown, West Virginia.

FIGURE 1.2: THE CHESAPEAKE AND OHIO CANAL NATIONAL HISTORICAL PARK FROM THE BRUNSWICK VISITOR CENTER TO WILLIAMSPORT
(Source: C&O Canal National Historical Park, Park Brochure)



PART I:
CHAPTER 1 **INTRODUCTION**

FIGURE 1.3: FERRY HILL LOCATION MAP



(Source: C& O Canal National Historical Park, CHOH GIS Lab, 5/8/2000)

PART I:
CHAPTER 1 INTRODUCTION

Description of Property

The Ferry Hill Cultural Landscape is significant according to National Register Criterion A due to its association with, and representation of, three important themes that have made significant contributions to the broad patterns of American history. The three themes relate to:
1) the properties early agricultural and economic history from 1801 until 1861 and the existence of journals relating details of the daily lives of the owners, managers, paid labor, and slaves at the plantation;
2) the association of the site with the American Civil War; and
3) the site's relationship to the development of transportation in the region from 1755 through 1924.

From 1801 until 1861, Ferry Hill was managed as a successful diversified agricultural property by the Blackford family. Ferry Hill was a large, prosperous plantation whose operations had an impact on the economy of the surrounding area. The journals of Colonel John Blackford and Franklin Blackford document the day-to-day activities at the plantation, providing details regarding the use of slave and free labor to run the operation. The documentation of slave activities at the property provides an illustrative example of slavery in western Maryland.[2]

In 1861, the agricultural operations at the property were severely impacted with the beginning of the American Civil War, and a new phase in Ferry Hill's history began. Due to its border location and proximity to important river crossings, the site played a strategic role during the American Civil War. Finally, the development of Ferry Hill was closely related to the history of transportation in the region from 1755 through 1924.

Ferry Hill as it exists today is a remnant of the Plantation in its heyday. The main residence is extant, as well as a number of structures associated with the Bridgeport site. They provide excellent opportunities for interpreting the history of the property as well as more regional issues such as early settlement, the development of transportation in the region, the agricultural history of the area, and impacts of Civil War activities on the individual property owners in the area. In addition to these contributing historic resources, a number of non-contributing structures and landscape features have been added to the site.

[2] Grivno, Max L., *Historic Resources Survey: Ferry Hill Plantation, Chesapeake and Ohio Canal National Historic Park* (National Capital Region, National Park Service, 2001), 39.

Also, alterations to the vegetation, topography, views, circulation patterns, land use, and spatial organization, at the site have impacted the overall historic landscape, resulting in a low level of integrity.

Methodology

Throughout this project, the consultant referred to National Park Service standards for preparing cultural landscape reports and treatment plans. The standards are outlined in two documents: *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques,* and *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes.*[3]

Field inventories of existing conditions and landscape features were conducted by QUINN EVANS | ARCHITECTS and EDAW, Inc., in November and December of 2000. Historical research was conducted by QUINN EVANS | ARCHITECTS from November 2000 through February 2001. Research was conducted at the following locations: C&O Canal National Historical Park library and archives, Washington County Historical Society, Washington County Courthouse, University of Maryland, Maryland Room, College Park, Frederick County Court House, Antietam National Battlefield archives and historic map files.

The following members of the National Capital Regional office of the National Park Service have provided assistance in the form of reviews, oversight, and coordination of the project; Maureen Joseph, Historical Landscape Architect; and Darwina Neal, Chief of Cultural Resource Preservation Services. Staff from the Chesapeake and Ohio Canal National Historical Park also provided assistance to the project team: Superintendent Doug Faris, Assistant Superintendent Kevin Brandt, Dianne Ingram, Maria Frias, Susan Alberts, Bill Spinrad, and Sonny Sanders. Susan Trail, Superintendent, Monocacy National Battlefield, provided useful information regarding battlefield maps, and archival materials. A private researcher, Max Grivno, supplied his research notes and drafts of the Historic Resource Study for

[3] Page, Gilbert and Dolan, *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* and United States Department of the Interior, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes.*

Ferry Hill that he was preparing for the National Capital Region of the National Park Service.

Definitions of Terms Used in the Report

Throughout this report, the landscape at Ferry Hill is discussed as a *cultural landscape* that is made up of two *component landscapes*. Each of the *component landscapes* includes *landscape character areas* that are based on the existing condition of the *extant features* that contribute to the integrity of the property. A definition of each of these terms is provided. Descriptions of the Ferry Hill and Bridgeport component landscapes, as well as the character areas associated with them, are provided in Chapter 4: Analysis and Evaluation.

- *Cultural landscape* – a geographic area (including both cultural and natural resources and the wildlife or domestic animals therein), associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values. There are four general types of cultural landscapes, not mutually exclusive: historic sites, historic designed landscapes, historic vernacular landscapes, and ethnographic landscapes.[4] Ferry Hill is a significant historic vernacular landscape.
- *Historic Vernacular Landscape* -- a landscape whose physical, biological, and cultural features reflect the customs and everyday lives of people.
- *Component Landscape* – A discrete portion of the landscape which can be further subdivided into character areas and individual features. The landscape unit may contribute to the significance of a National Register property, such as a farmstead in a rural historic district. In some cases, the landscape unit may be individually eligible for the National Register of Historic Places, such as a rose garden in a large urban park.
- *Character Area* – "...defined by the physical qualities of a landscape (such as landforms, structural clusters, and masses of vegetation) and the type and concentration of cultural resources. Character areas are based on the existing

[4] United States Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Heritage Preservation Services, Historic Landscape Initiative, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* (Washington, D.C., 1996), 4.
[5] Page, Gilbert and Dolan, 75.
[6] Ibid., 133.
[7] United States Department of the Interior, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*, 4.

condition of the characteristics and features that define and illustrate the significance of the landscape."[5]

- *Feature* – "A prominent or distinctive quality or characteristic of a cultural landscape. In a cultural landscape, individual features are grouped under broader categories of landscape characteristics. For example, such features as ravines, valleys, wetlands, and cliffs are grouped under the landscape characteristic, natural systems and features."[6]
- *Historic Character* – the sum of all visual aspects, features, materials, and spaces associated with a cultural landscape's history, i.e., the original configuration together with losses and later changes.[7]

Management Summary

From 1980 through 2002, the Ferry Hill site was used as the headquarters for the Chesapeake and Ohio Canal National Park. In 2002, the headquarters was moved from the Ferry Hill Site to Hagerstown, Maryland. The removal of the park headquarters operations from Ferry Hill has created an opportunity for the property to be rehabilitated for use as an interpretive site.

In 1938 the existing James Rumsey Bridge was constructed by the State of Maryland in conjunction with realigning Maryland State Route 34, the highway that connected Ferry Hill and Bridgeport. The realignment of the road resulted in heavy impacts to the historic landscape. Most dramatically, it severed the long-time connection between Ferry Hill and Bridgeport. The alteration of the road changed vehicular and pedestrian circulation patterns, topography, land use, vegetation, and views between the two component landscapes. Currently, a project to replace the James Rumsey Bridge is underway. The replacement bridge will be wider, and will require a slightly different alignment of MD 34 near its abutment on the Maryland side of the river. The construction project will temporarily have a dramatic impact on the site. Grading, removal of vegetation, and construction staging areas will greatly affect views while the project is underway. The finished project will result in some permanent impacts on the historic sites.

The recommended treatment for the Ferry Hill and Bridgeport historic landscapes is rehabilitation. The recommended treatment plan emphasizes removal of non-contributing elements, preservation and rehabilitation of significant historic buildings and elements, and clarification of the historic relationships between extant features.

Chapter 2:
Site History

PART I:
CHAPTER 2 SITE HISTORY

Overview

Situated on the Eastern shore of the Potomac River directly East of Shepherdstown, West Virginia, the Ferry Hill historic landscape is significant according to National Register Criterion A due to its association with three themes in American history. From 1801 to 1861, the property was managed as a prosperous agricultural plantation. The survival of detailed documentation of the management of the property for a portion of the period provides insights into the impacts of the plantation on the regional economy, as well as detailed information regarding the responsibilities of slave laborers at the property. From 1861 until 1865 the site served as a strategic location during the American Civil War. In addition, the property's geographic location resulted in its close relationship to the history of transportation in the region from 1755 through 1924.

Early Settlement before 1801

Development of the Ferry Hill property began in 1755 with the establishment of a ferry across the Potomac River by Thomas Swearingen. The ferry was an improvement over a long-utilized natural crossing, a ford located downstream from present day Bridgeport. With the ferry came roads on either side of the river that provided far-reaching regional connections. By 1775 Swearingen had constructed a "Ferry Inn" at the landing on the Maryland side of the river, providing an opportunity for travelers to have a meal and a beverage, and spend the night.

1801-1835: John Blackford's Ferry Hill Plantation, Pre-C&O Canal

By 1801 Esther Swearingen (Thomas Swearingen's widow) had married John Good and they were living at and cultivating the property later known as Ferry Hill. The Swearingens' daughter, Sarah Swearingen, and her husband John Blackford, were also living on the property and cultivating a garden in 1801. The exact location of the home and garden are not known. Adding to his wife's inherited share of the property, Blackford purchased her brother Henry Swearingen's interest in the Ferry in 1813. This was the first of a series of acquisitions that would eventually result in the consolidation of a 700-acre plantation known as Ferry Hill under John Blackford's ownership. John Blackford's role as a prominent and politically-oriented citizen, along with the extensive journals that he kept, provide a wealth of information regarding the Plantation during the period (ca.1801 through 1835) immediately preceding the beginning of construction of the C&O Canal.

1835-1861: Ferry Hill and Establishment of the C&O Canal
The canal originated in Georgetown, in the District of Columbia. In 1835 the C&O Canal opened to mile 106.6 (at Dam Number 5), providing improved transportation for agricultural products from Ferry Hill and surrounding farms. After the death of John Blackford, the property remained in the family. Blackford's son, Franklin Blackford, managed the ferry and agricultural interests until 1849, when he sold the farm to his sister and her husband, Helen Blackford Douglas and Reverend Robert Douglas. In the same year the ferry and surrounding property were sold to the Virginia and Maryland Bridge Company. Construction began quickly on the first Shepherdstown bridge, which replaced the ferry in 1850.

1861-1865: The American Civil War and Henry Kyd Douglas
The Douglas family lived at Ferry Hill and managed the farm, enjoying some prosperity before the outbreak of the American Civil War. During the war, agricultural and ferry operations halted and the property was severely impacted by both Union and Confederate actions due to its border location. The Douglas' eldest son, Henry Kyd Douglas, served as an aide to Stonewall Jackson during the war. He was a member of the company that destroyed the Shepherdstown Bridge in 1861 and witnessed the burning of his father's barn by Union troops. His memoir, I Rode With Stonewall, provides references to activities at Ferry Hill and Bridgeport during the war.

1865-1889: Post-Civil War to Flood of 1889
Documentation of the property during the period immediately following the end of the Civil War is sparse. Urias Knode purchased the Ferry property from the Virginia and Maryland Bridge company in 1869. He built a brick house in Bridgeport sometime between 1869 and 1877. The C&O Canal's busiest decade was the 1870s, and it is likely that increased traffic along the canal resulted in prosperity for Knode in Bridgeport. Reverend Robert Douglas and his wife, Helen Blackford Douglas, remained at Ferry Hill until their deaths in 1867 and 1882, respectively. No documentation has been located that indicates land management practices at the plantation during this period, or whether the property was occupied after Helen Blackford Douglas' death in 1882. The Douglas' three children were all living elsewhere until Nannie Cowen Douglas (daughter of Reverend Robert Douglas and Helen Blackford Douglas) returned to Ferry Hill in 1912.

A devastating flood in 1889 marked the end of the C&O Canal Company. The company was deeply in debt, and damages from the flood were too costly to repair. The flood severely impacted transportation in the area—not only closing down the canal, but also destroying the second vehicular bridge over the Potomac between Shepherdstown and Bridgeport.

1889-1939: Agriculture, Transportation, and the Abandonment of the Canal

In 1890 a third bridge was constructed to provide a vehicular route from Bridgeport over the Potomac River. Also in 1890, the B&O Railroad Company acquired title to its historical rival, the C&O Canal. Although the canal was no longer considered to be a threat to the prosperous B&O Railroad, the plans of competing railroad companies wishing to purchase the canal right-of-way forced the B&O Railroad Company to repair and operate the canal beginning in 1892.

In 1912 Nannie Cowen Douglas Beckenbaugh returned to Ferry Hill with her son, Captain John Kyd Beckenbaugh, and his family. The family ran a pig farm at the property through 1928. It is unknown how the property was managed between 1928 and 1941.

The area was hit hard by flooding again in 1924, and the canal was not maintained for operation after that year. In 1936 another severe flood impacted the area, destroying the third toll bridge that connected Shepherdstown with Bridgeport, as well as many other structures in Bridgeport. Between 1937 and 1939 the ferry was reinstated, providing access across the Potomac. In 1939 construction of the James Rumsey Bridge and realignment of Maryland State Route 34 was completed, forever changing the terrain, character, and relationship between Ferry Hill and Bridgeport.

1939-1979: Beckenbaugh/Morrison Restaurant

In 1941 the Beckenbaugh family opened a restaurant in the Ferry Hill mansion house. The Beckenbaughs sold the property to Fred Morrison in 1948. The restaurant business was continued through 1974. In that year the National Park Service purchased the Ferry Hill property as a portion of the C&O Canal National Historical Park.

1979-2003: C&O Canal National Historical Park Site

After the National Park Service purchased the Ferry Hill property in 1974, the Morrison family remained at the site until 1979.

PART I:
CHAPTER 2 **SITE HISTORY**

In 1979 the headquarters for the C&O Canal National Historical Park was moved to Ferry Hill where it remained until 2002.

In order to understand the significance of Ferry Hill, it is essential to consider the historical development of the Upper Potomac Valley. According to the Ferry Hill Historic Resource Study, three main forces influenced regional growth to the advantage of Ferry Hill and Bridgeport. These include: patterns of European settlement of the region in the mid-to-late 1700s; the growth of diversified agriculture and manufacturing during the early 1800s; and campaigns for internal transportation improvements, including roads, railroads, and especially canals, between 1820 and 1840. While Blackford's Ferry conveyed people, products, and livestock between Virginia and Maryland, barges on the C&O Canal moved goods regionally and Ferry Hill became an important location for travel and commerce.[8]

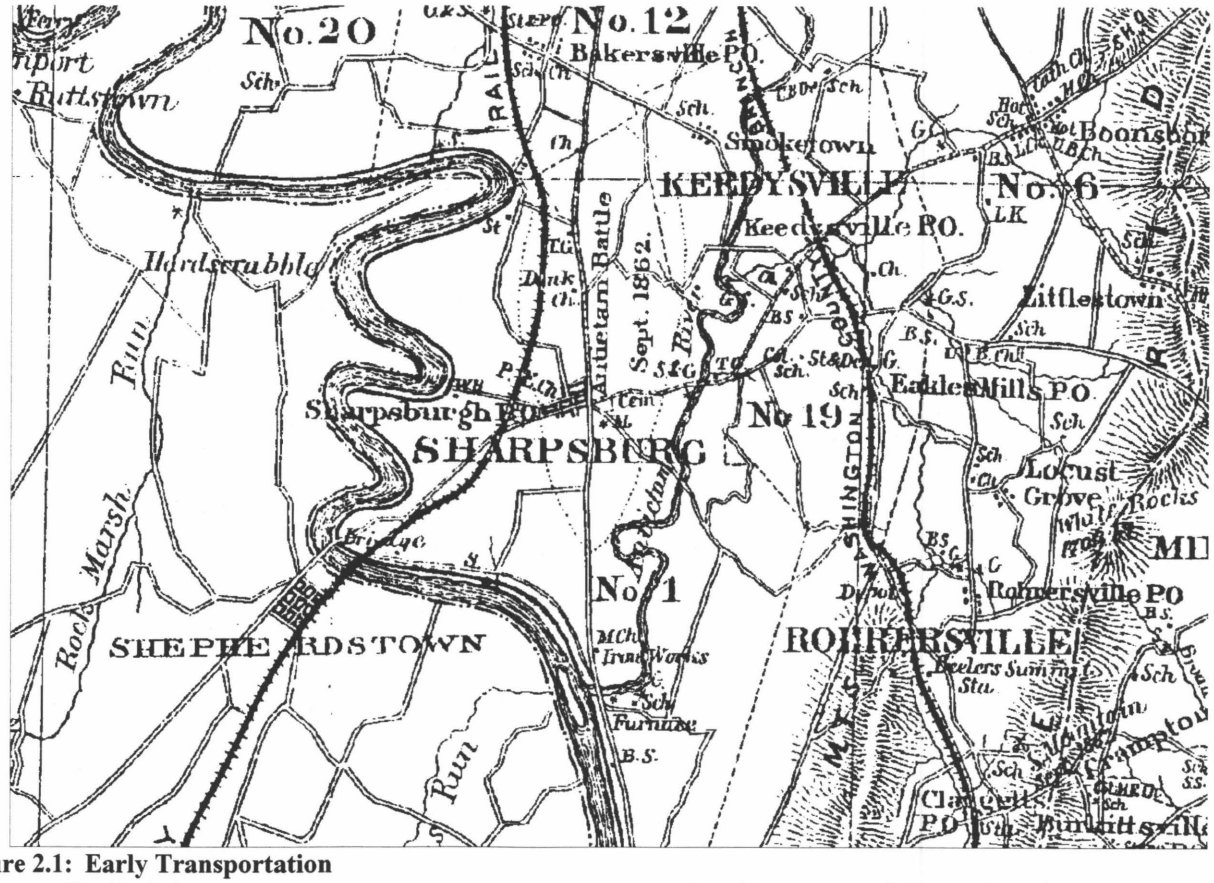


Figure 2.1: Early Transportation
(Source: The Early Western Frontier of Maryland Before 1760, from University of Maryland College Park Master's Thesis by Carl D. Bell, 1948, *The Development of Western Maryland 1715 to 1753.)*

[8] Grivno, Max L., *Historic Resources Study: Ferry Hill Plantation, Chesapeake and Ohio Canal National Historical Park* (College Park: University of Maryland at College Park, Department of History, 2001), 6-7.

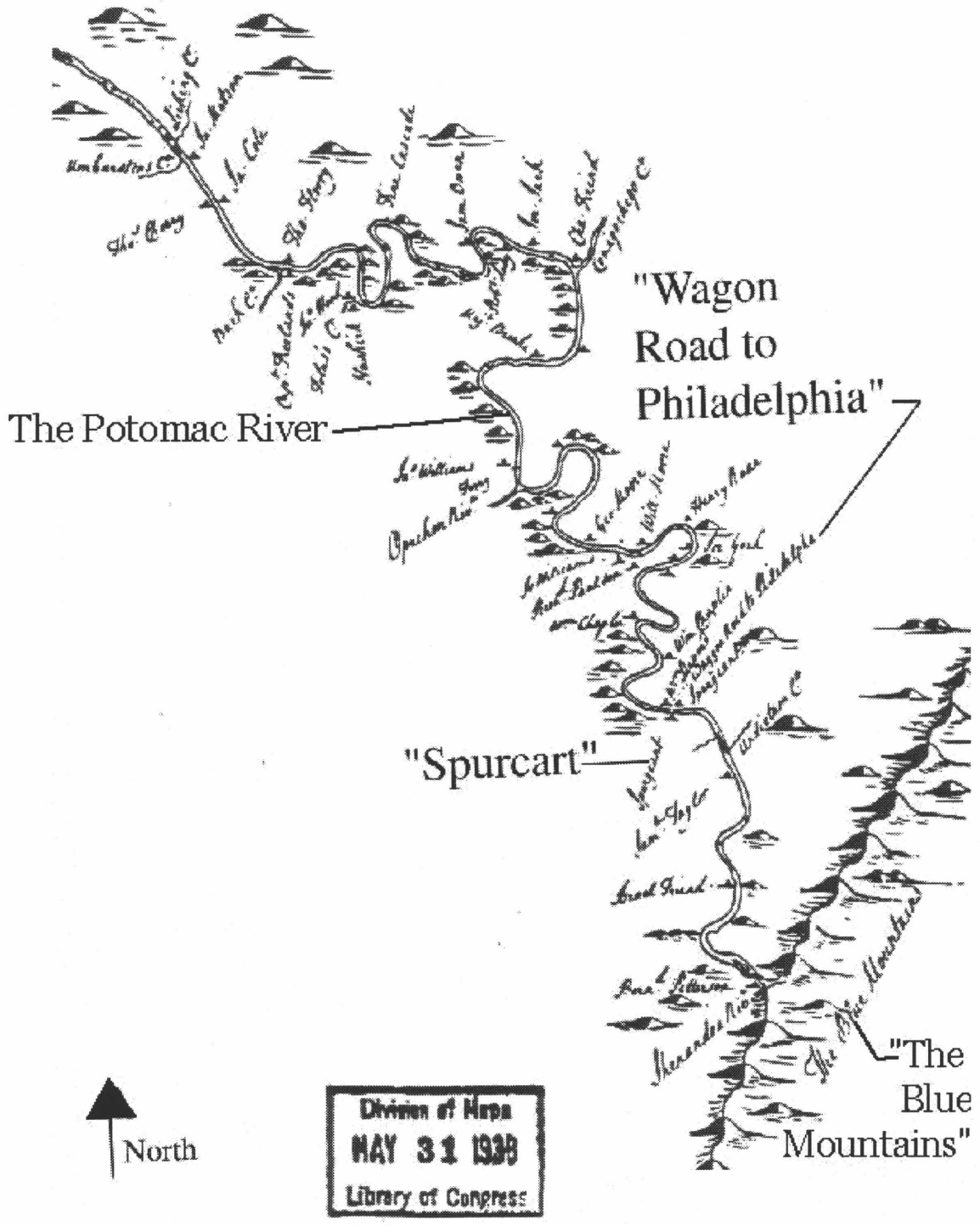


Figure 2.2: 1736 Winslow Map
(Source: Perry Carpenter Wheelock, 1997, *Farming along the Chesapeake and Ohio Canal, 1828-1971* , Washington, D.C., National Capital Region, National Park Service.)

Pre-Settlement and Early Settlement before 1801

Regional Context

Prior to European settlement, the region surrounding Ferry Hill and the lowlands between the north and south branches of the Potomac River and the Oldtown settlement have been documented as Native American sites.[9] Wheelock suggests that the names used by Europeans at early settlement indicate areas where Shawnee groups maintained agricultural fields just prior to the establishment of European settlement in the area. [10]

Maryland's western frontier was opened to settlement in 1732 by Charles Calvert, Fifth Lord Baltimore. However, European settlement in Western Maryland began slowly. Historians cite multiple reasons for the lag in settlement, including early purchases of land by speculators, a continued presence of Native American groups, and inadequate transportation routes. It appears that the lack of transportation routes and actions of speculators may have had the greatest impact on the delay in settlement.[11]

Early communication and transportation routes in Western Maryland were generally oriented north and south rather than east and west (figure 2.1). They played an important role in long-distance travel and communications, but did not necessarily result in the settlement of communities along their routes. The two major trails included the "Great Wagon Road" (figure 2.3, the road linked southeastern and south-central Pennsylvania with Virginia and the Carolinas) and the "Monocacy Trail" (starting at the Susquehanna River at Wrightsville and terminating on the Potomac at mile 44 on the C&O Canal—the exact route of this trial is unknown).[12]

The area of Western Maryland near Ferry Hill included an important natural route for travelers headed West and South. Since fordable crossings of the Potomac occurred only above the fall line (north of Georgetown), and the Rappahannock, York and James Rivers were impossible to cross near the seacoast, tidewater roads headed south were not practical. Natural fords provided the best opportunity for travelers headed to Virginia, Kentucky, and the southern colonies. In 1736 four river crossings existed: a ford near Spurcarts, a ferry at Opequon, a crossing at Oldtown and another at the Cole/Cherry settlements below Licking Creek (Figure 2.2). Located just downstream of the Ferry Hill site, the

[9] Wheelock, Perry Carpenter, 1997, *Farming along the Chesapeake and Ohio Canal, 1828-1971* (Washington, D.C., National Capital Region, National Park Service).
[10] Ibid., 8.
[11] Bell, 1948, 12.
[12] Ibid., 11.

ford near Spurcarts (referred to as Packhorse, Boetler's, or Blackford's ford) provided a suitable crossing, as well as an impetus to development in the area. Winslow's map indicates one regional road, the "Wagon Road to Philadelphia," which crossed at Spurcarts.[13]

As early settlers established farms in the area, small towns began to appear. In 1726 or 1727, at the site of present day Shepherdstown, West Virginia, German immigrants established the community of New Mecklenburg, Virginia, along the Potomac River near Packhorse Ford (later Boetler's or Blackford's Ford). By the late 1730s a gristmill was operating on Antietam Creek indicating there were enough farms in the area to support the mill.[14] The town of Mecklenburg was chartered in 1762, the oldest town within the present limits of the state of West Virginia.[15] The town's name was changed to Shepherds' Town in 1796. The town's commerce consisted of fur trading and subsistence farming in the early years.[16] Throughout the region, settlement in the second half of the 18th century included mainly German settlers from Pennsylvania. Utilizing properties of 150 to 300 acres, the farmers practiced a generalized approach to agriculture. By raising a variety of grains, fruit, and livestock, a flexible structure resulted in economically feasible farms. In this region of varied topography and climate with settlers who could not afford larger properties, the general farming approach was more suitable than the specialized production approach of the large plantations in the tidewater region.[17]

A 1755 map (figure 2.3) shows the Great Wagon Road, Williams Ferry (at present day Williamsport), and the Philadelphia Wagon Road which appears to cross the Potomac near Bridgeport (possibly at Packhorse Ford, since there is no bridge or Ferry indicated). A circle indicates some type of settlement on the Maryland side of the river, and Spurgent and Taylor are indicated on the Virginia side. However, the road on the map ends just east of the river, not connecting to any other roads to the east. To the west it connects with the Washington Road, continues to a grist mill, and then on to Fredericktowne.

[13] Ibid., 12-13; and Wheelock, 12-13.
[14] Reed, 1992, 2.
[15] The site of Mecklenburg, Virginia, became a part of the state of West Virginia when that state was established in 1863.
[16] Unrau, 1977, *Historic Structure Report, Ferry Hill Place Historical Data, Chesapeake and Ohio Canal National Historical* Par (Seneca, Maryland: C&O Canal Restoration Team, Denver Service Center), 1, indicates settlement established by 1732; and Reed, 1992, 2.
[17] Reed, 1992, 2.

Ferry Hill Property before 1801

The first documentation regarding the Ferry Hill property indicates that the Chippewa tribe gave land to Isreal Friend in 1727 described as "Beginning at the South of Antietam Creek, then 200 shoots of an arrow." This transfer included the site later known as "Ferry Hill." In 1730 Friend established the first settlement in Washington County, Maryland, at the present day site of Williamsport. There is no documentation to indicate that he ever lived at the Ferry Hill property.[17]

Sometime before October 1755, Thomas Swearingen established a ferry across the Potomac River at Mecklenburg, becoming the first known development associated with the eventual Ferry Hill Plantation (figure 2.4). Swearingen charged three pence per person or horse. Mecklenburg maintained a road from the town to the ferry landing on the Virginia side, and Washington County, Maryland constructed a "rough road" through Sharpsburg to Boonesboro from the Maryland landing. The ferry was a successful business, netting $1,500 per year in profits. The success of the ferry led to the construction of an inn by Swearingen ca. 1775. The "Ferry Inn" at the Maryland landing became a well-known rest stop for travelers, providing lodging, food and a tavern (figure 2.5). The stone building also served as a residence for the ferry overseer and has been referred to as the "Ferry Inn" and the "Ferry House." The ferry property remained in the Swearingen family, passing to Thomas Swearingen's son, Major Thomas Swearingen. In 1780 Benoni Swearingen (Major Thomas Swearingen's brother) received title to the property from his brother. Benoni Swearingen employed a local cobbler to operate the ferry.[18]

As the ferry advanced transportation between Maryland and Virginia, improvements to navigation along the Potomac River increased commerce between Washington County and Georgetown. In 1785 George Washington helped to create the Patowmack Company, a private group organized to improve navigation on the Potomac River. In order to achieve their goal, hazardous rocks were removed, deep channels were dug in the river, and skirting canals were constructed. These betterments completed in 1802 assisted navigation along the river until ca.1830. The skirting canals carried primarily whiskey, flour and hay to Georgetown and served as a boon for trade between

[17] Unrau, 1977, 5; and Reed, 1992, 2.

[18] Grivno, 2000, 4; and Unrau, 1977, 6-7; note: various sources refer to the surname as "Van Swearingen," "Swearingen," "Van Swearinger," and "Swearinger." In this document I use "Swearingen."

Washington County and Georgetown.[19]

The area flourished as an agricultural and manufacturing region. By the 1790s, grain farming was so prominent that 15 gristmills existed on the portion of the Antietam Creek that passed through Washington County.[20]

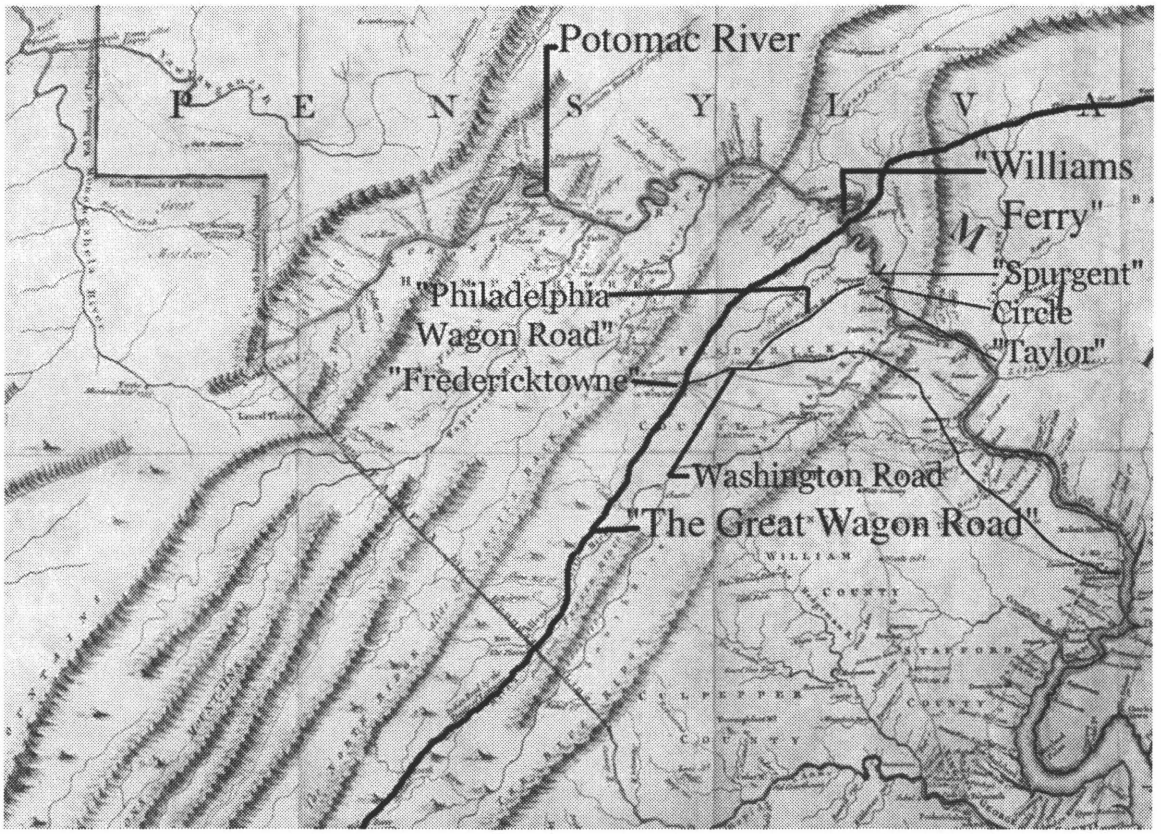


Figure 2.3: The Great Wagon Road and Williams Ferry
(Source: *1755 Map, Frye,* University of Maryland, College Park, Map Room)

[19] Reed, 1992, 3; and Wheelock, 1997, 17.
[20] Reed, 1992, 2.

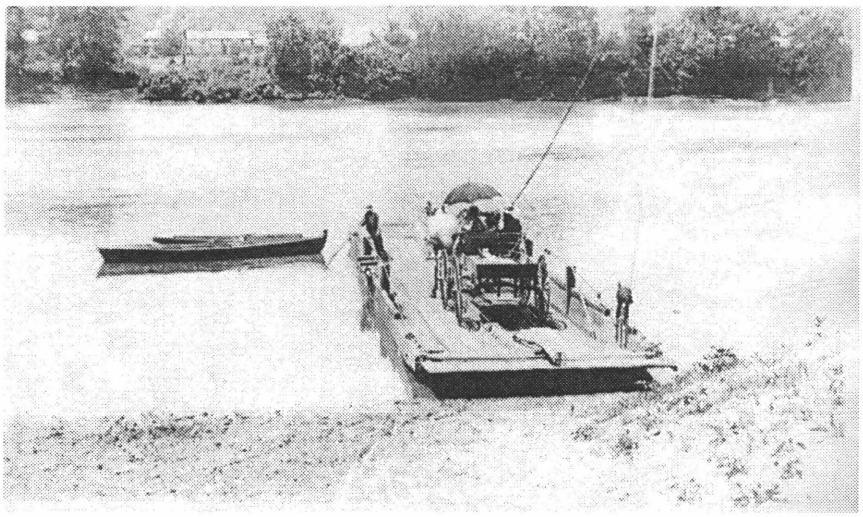


Figure 2.4

Shepherdstown Ferry, date unknown.

(Source: C&O Canal National Historical Park, St-11)

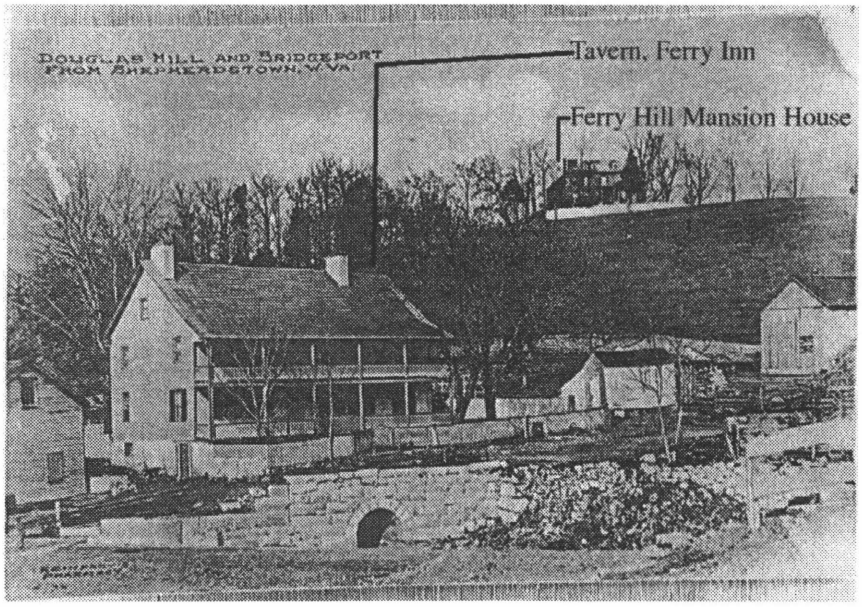


Figure 2.5

Ferry Inn at Bridgeport, between 1848 and 1938.

Caption: "Douglas Hill and Bridgeport from Shepherdstown, W. VA."

(Source: C&O Canal National Historical Park, L38-19)

Summary of Landscape Characteristics, Before 1801

Regional Context

Packhorse Ford (later called Boetler's or Blackford's Ford) was an important natural Potomac River crossing connecting east and west. The ford resulted in the establishment of regional transportation patterns in the area before settlement. Roads, including "The Great Wagon Road" and the "Philadelphia Wagon Road," provided passages connecting regional destinations. In addition, the Potomac River, as improved by the Potowmack Company, provided a valuable trade route between Washington County and Georgetown.

Ferry Hill Component Landscape

Before 1800, documentation regarding developments of the physical landscape at the Ferry Hill site is limited. An 1801 agreement (described in the next section) indicates that the property included at least one residence, fruit trees, cleared fields, an established garden, and fences by that date. Given the extent of the development described, it is likely that it began at least a few years earlier. See figure 2.6, Historic Period Plan, 1801.

Bridgeport Component Landscape

Information regarding Bridgeport is more revealing. The establishment of the Ferry sometime before 1765 would have definitely impacted regional movement—resulting in a direct flow of people and goods through the community that would later be named Bridgeport. The ferry operation involved management of landing sites (on both sides of the river) and possibly some construction (removal of vegetation, rocks, reinforcement of the landings, and some type of structure for stabilizing the ferry at its mooring, grading to allow wagons to drive onto the ferry…). Roads were established and maintained from the landings on both sides of the river. On the Maryland side a "rough road" continued from the landing to Sharpsburg and eventually Boonsboro—providing wider regional connections to the area.

The first documented building on the property was the "Ferry Inn" constructed in 1775 near the ferry landing site. The "Ferry Inn" (also referred to as the "Ferry House") served as a residence for the ferry operator and a rest stop for travelers that included a tavern, restaurant, and lodging. It is likely that there were other structures built near the ferry before this date—certainly a shelter and privy for use by the ferry operator would have been necessary, although these could have been provided on the Virginia bank.

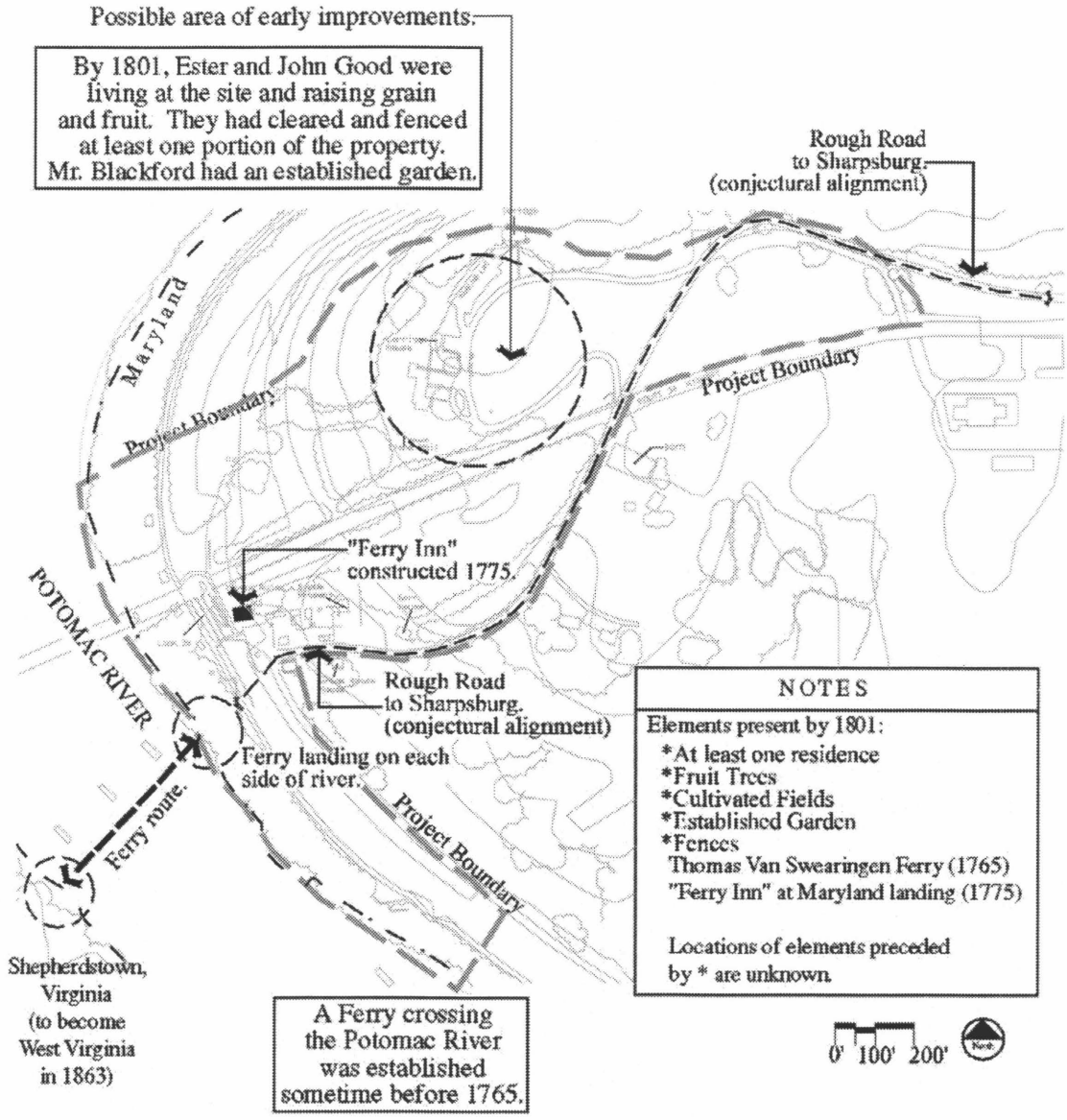


Figure 2.6: Historic Period Plan, 1801
Prepared by: QUINN EVANS | ARCHITECTS

1801 to 1835: John Blackford's Ferry Hill Plantation, Pre-C&O Canal

Swearingen family at Ferry Hill

When Benoni Swearingen died in 1799, he left his property and ferry to his wife Esther. His children, Sarah Swearingen Blackford and Henry Thomas Swearingen (whose appointed guardians were Joseph Swearingen and Henry Beddinger), were also named as heirs.[21]

The first documentation that clearly establishes the use of the Ferry Hill property for agricultural purposes is an 1801 agreement between the three heirs of Benoni Swearingen. Swearingen's widow, Esther, (now named Esther Good) along with John Good, were living on the property that would later be known as Ferry Hill.[22] The Goods were raising grain and fruit and had cleared and fenced at least one portion of the site. Also, "Mr. Blackford" had an established garden on the property when the agreement with the Goods was recorded. It would seem that the Blackfords and Goods had been cultivating the land for at least a few years. It is possible that both families were also residing on the property.[23] No documentation has been found that indicates the location of agricultural activities at Ferry Hill during this time period.

With the completion of the Potomac Company's improvements to navigation in 1802, the river was increasingly used to transport goods. Any surplus produced at Ferry Hill could have been transported to markets down river (given the proper conditions for navigation). Washington County was touted for its excellent agricultural opportunities and manufacturing operations. A well-known geographer of his day, Joseph Scott, surveyed the area of Washington County in 1807, reporting that the land was densely populated and soils were "...esteemed equal if not superior in fertility to any in the State." He indicated particularly that the Potomac River floodplain soils were superior and successfully produced "wheat, rye, Indian corn, oats, potatoes, hemp, flax, with a great variety of vegetables." Flour was manufactured in great quantities, as there were about fifty gristmills in the county. Antietam Creek alone powered fourteen mills. Whiskey was distilled, and iron ore was manufactured at three furnaces and three forges. There were also several sawmills in the county. The

[21] Unrau, 1977, 7-8.

[22] After being widowed Esther Swearingen remarried to John Good. She took Good's last name.

[23] Ibid., 1977, 7-8. In a Memorandum of Agreement, the Goods gave up exclusive rights to the land and interest in it was divided into thirds. Also, ."...a piece of new ground which Good had cleared and enclosed with rails was to be incorporated into the rest of the farm so that it could be rented out or worked to 'mutual advantage'." Agreement stipulated that "the hill from between Mr. Blackford's garden and Mr. Good's present enclosure may be put in grass or orchard at the direction of the executor." Joseph Van Swearingen was also to live on the property.

main market was in Baltimore, with Georgetown and Alexandria receiving considerable quantities of products when conditions on the Potomac were favorable for navigation.[24]

Creation of Blackford's Ferry Hill Plantation

This period presents Ferry Hill as a plantation created and directed by John Blackford. Blackford was born on 18 July 1771. He married Sarah Swearingen, daughter of Benoni Swearingen and Elizabeth (Esther) Good, on 19 August 1797 at the age of twenty-six. There is no documentation indicating the location of residence for the couple during the first years of their marriage. It is possible that Blackford moved onto the Ferry Hill property upon marrying Sarah Swearingen. The couple may have lived with her parents until another home could be built. Alternatively, Blackford may have had a residence in Shepherdstown that served as their home in the early years. The couple's first son, Benoni Swearingen Blackford, was born nine months to the day after their marriage (19 May 1798), and died 13 September 1816. Two years later, on 9 April 1800, Eliza Pinkney Blackford was born. The couple's third child, John Washington Blackford, was born 14 June 1803. The child lived for three months then died on 15 September 1803.[25]

Soon after marrying Sarah Swearingen, John Blackford began to purchase land near the Swearingen farm and ferry. He would eventually acquire a plantation that included over 700 acres of land consisting of several farmsteads and half-interest in the ferry. Blackford managed the plantation as a generalized operation, raising a variety of crops and livestock as well as selling wood. This approach was typical of planters in the Western Maryland-Virginia area, but differed from single crop plantations in the South. The agricultural activities included: cultivating, harvesting, and marketing corn, wheat, barley, oats, rye, clover, hay, apples and potatoes; threshing and milling grain; raising cattle, horses, sheep and hogs; slaughtering; curing meats; manufacturing cider, vinegar, and apple butter; supervising the ferry; and cutting wood for fuel, lumber, and shingles. Blackford owned twenty-five slaves and employed a number of laborers who carried out the day to day tasks with little or no supervision. He managed the plantation without the assistance of an overseer, giving general supervision to the slaves and hired laborers. Blackford did not join the workers in performing manual labor. He directed his attention to his many business interests, directing

[24] Scharf, Thomas J., 1882, *History of Western Maryland* (Philadelphia: Louis H. Everts), 980.
[25] Grivno, 2000, 18.

operations and keeping careful records. It is likely that the main barn at the property (it is no longer extant) was constructed sometime in 1819.[25]

In addition to agriculture, Blackford pursued a number of other business interests. He loaned money, operated a small quarry, sold wood, ran the ferry, and operated an inn and tavern along the Potomac River. When the canal, ferry and Boonsboro Turnpike resulted in increased traffic near Ferry Hill, Blackford converted the Ferry House into a tavern and boarding house. The business was well established by 4 September 1837 when Blackford noted in his journal, "The Ferry House is full to overloading with persons descending the canal in the morning."[26]

Blackford's first wife, Sarah Swearingen, died in 1805. On 18 June 1812, John Blackford married for a second time. His second wife, Elizabeth, was a member of the Knode family of Shepherdstown. The couple had nine children.[27]

Between 1812 and 1817 the Ferry Hill mansion house was constructed (figure 2.7). The residence reflected the economic success of its inhabitants. It is unclear whether the building was built by Blackford, or the Goods or Swearingens. Common belief is that Blackford had the house built.[28] It was constructed soon after his marriage to Elizabeth Knode. Her family was one of considerable status; and in the years to come, other members of the Knode family would live on and manage portions of the Ferry Hill plantation.

---

[25] Green, Fletcher M., 1961(original), 1998 (electronic edition). *Ferry Hill Plantation Journal: January 4, 1838-January 15, 1839: Electronic Edition* (Chapel Hill: University of North Carolina). Text scanned (OCR) by Teresa Church, images scanned by Jennifer Stowe, text encoded by Jordan Davis and Natalia Smith. P. xii. (Copyright: "This work is the property of the University of North Carolina at Chapel Hill. It may be used freely by individuals for research, teaching and personal use as long as this statement of availability is included in the text."), viii-ix. In 1818, Blackford wrote to Governor Thomas Worthington of Chillicothe, Ohio, asking for a plan of his barn. A notation on the back of the letter indicates Worthington sent plans to Blackford on 20 January 1819.

[26] Grivno, Max L., 2000, 19. "It is uncertain when Blackford converted the Ferry House into a tavern. Blackford entertained guests and held receptions at the Ferry House in 1829, but it is unclear whether or not he operated the inn and tavern as regular businesses. The earliest references to a formal business operation are on May 5, 1837, and May 5, 1838, when Blackford purchased and renewed his tavern licenses for $18.50."

[27] Ibid., 2000, 18.The couple's children included: Mary Abigail, b 10 October 1813, died 28 September 1818; Franklin, b 20 October 1814; John Hancock b 6 September 1816, died 3 July 1817; Jeanette Yates, born 21 October 1817; Henry Swearingen b 8 July 1819; Otho Holland Williams birth not recorded, died 24 June 1825; Helena, b 8 December 1820, died December 1882; Virginia Lafayette, b 29 June 1825, died 28 October 1828; William Moore, b 14 February 1828, died 25 July 1904. Elizabeth Knode Blackford died 7 October 1838.

[28] Unrau, 1977, 10. Unrau argues that Blackford was almost assuredly the builder, despite a notation by Barron in his History of Sharpsburg indicating that Henry Thomas Van Swearingen built the structure in 1812. Unrau also argues for the later construction date (of 1816-1817), citing Blackford's absence during the War of 1812, his use of imported bricks that would not have been accessible until the later date, and the purchase date of property.



Figure 2.7

Ferry Hill Mansion House

Before 1950

(Source: C&O Canal National Historical Park)

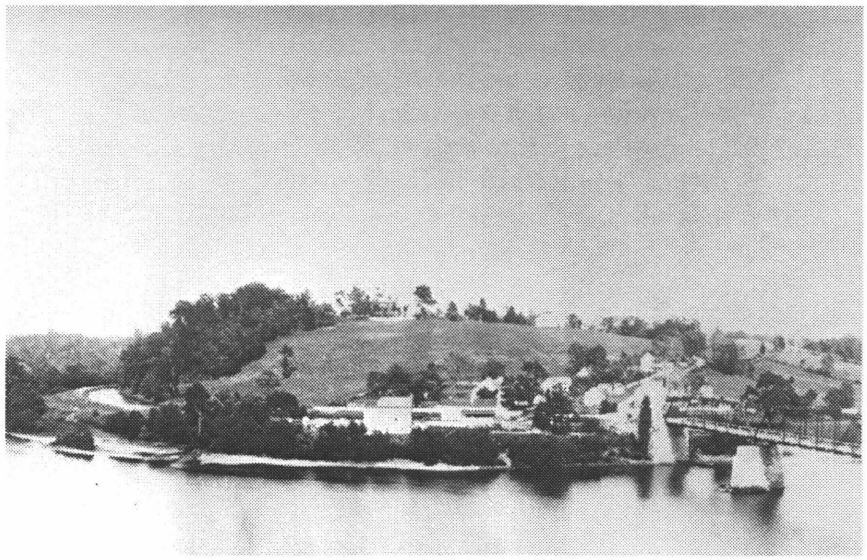


Figure 2.8

View of Ferry Hill, Bridgeport and the C&O Canal from Shepherdstown
Ca. 1890

(Source: C&O Canal National Historical Park)

Sometime before 1816 Blackford purchased land on the Maryland side of the Potomac River from Thomas Shepherd. The land lay "below the ferry" and connected land already owned by Blackford to the ferry landing. In May 1816 Blackford purchased one-half interest in the ferry from Henry Swearingen including "...ferry and franchise, boats and apparatus," and three tracts of land in Maryland, namely "Antietam Bottom," "Ferry Landing," and "Ferry Landing Enlarged," as well as houses and unoccupied lots in Shepherdstown. The transaction included the 415-acre Swearingen estate. He later purchased lands from the Bedinger and Hays families, giving him contiguous holdings of over seven hundred acres of land. Although Blackford attempted to acquire the second half of the interest in the ferry for the remainder of his life, he was never successful in this endeavor.[29]

While the improvements implemented by the Patowmack Company led to increased trade between Washington County and Georgetown between 1802 and 1830, the need for a more reliable route to market was apparent. The river was still unpredictable and difficult to navigate. Blackford joined other prominent citizens in the region advocating internal improvements, especially roads, canals, and railroads. On 18 October 1823 he chaired a large convention in Hagerstown, Maryland, calling for the construction of a canal along the Potomac River. In 1828 the Chesapeake and Ohio Canal Company was founded. Construction of the Chesapeake and Ohio Canal (C&O Canal) began 4 July 1828. This was the same day that construction began for the Baltimore and Ohio Railroad (B&O Railroad), the canal's main competitor.[30]

According to Grivno, Blackford transported crops overland and marketed them in Baltimore, Maryland, before the C&O Canal reached Ferry Hill Plantation. Once the canal was operational, he transported crops with barges. He had wheat milled into flour locally and then contracted to have the flour transported to Alexandria or Georgetown to be stored until the market was favorable for sale.[31]

Blackford's impressive Ferry Hill mansion and plantation reflected his economic success and political importance (figure 2.8). When the infamous journalist/travel writer, Anne Royall, visited Shepherdstown in 1829, she was drawn to the beautiful

[29] Green, 1961(original), 1998 (electronic edition), xii.
[30] Reed, 1992, 4; and Grivno, 2000, 21-23.
[31] Grivno, 2000, 19.

estate on the hill across the river. She was obviously impressed with the property she describes in this glowing account:

> *A ferry is kept here over the Potomac, which yields an immense revenue, as people and wagons are crossing from daylight in the morning to late at night. This is the property of ---- of Maryland.*
>
> *Seeing a beautiful mansion perched on the summit of a lofty eminence, on the opposite shore, I was told it was ----, and wishing to take a near view of the site, I left my baggage to come with the stage, and crossed the river. After a pretty fatiguing walk up a moderate mount, I found myself on a level plain, where sits the mansion, or palace, rather of ----. It is built in the form of an L, and is the most splendid building of any country house in the state, and the view from it is equally grand. But the house appears to more advantage when viewed from the Virginia shore. It, however, lacks nothing to render it a paradise; it is well built, of brick, and magnificently finished; the terraces, network, gardens, and shrubbery all correspond. ---- was sitting in his cool portico, which overlooks the whole country, and was watching me, he said, from the time I left Shepherdstown. He is a middle aged man, married to a beautiful young wife, if I remember, his second wife.*
>
> *It is said he made his fortune from his farm on the Potomac, and the Ferry. After taking a glass of his cool water, and chatting some time, I walked down to the ferry house, in order to be ready for the stage, which did not arrive in some time.*[32]

On 1 April 1830, John Blackford placed an advertisement in a Hagerstown publication, the *Torchlight and Public Advertiser*, offering the Ferry Hill farm and ferry for sale. The property was described in detail. The property for sale included 250 acres of cultivated farmland, extensive orchards, and woodland containing large and valuable timber. Also included were the mansion house, carriage house, ice house, well, two cisterns, and stone barn measuring ninety feet by forty feet. Additionally, there was a tenant's house with a barn, two enclosed gardens, fruit trees, a stone spring house, and other outbuildings. Since whiskey was

[32] Royall, Anne., 1828, *Black Book; or, a Continuation of Travels in the United States, vol. 1* (Washington, D.C.: Printed by the Author), 294-95. The dashes in the quote appear in the published version of the book. Ann Royall may have been the first female journalist in America. In addition to her travel books, she published two nationally distributed newspapers in which she harshly criticized the government. In 1829 she was arrested and charged with being a common scold. Although she was found guilty, she was let off with a ten dollar fine.

easily shipped and a spring house that "affords a splendid situation for a distillery" was on the property, it is likely that surplus grain was converted to alcohol and shipped to markets further south. Blackford's property also included the ferry, "tavern house" (two stories, rough-cast, 12 rooms, 6 on each floor) and stable, granary and stone smith shop. The significance of Ferry Hill's location is also noted, pointing out that the property is bisected by the Turnpike Road from Winchester to Baltimore, directly on the C&O Canal and B&O Railroad, making it a "place of deposit" [sic]. The advertisement also points out the relationship of the property to the bend in the river as an advantage "as the whole of the land can be enclosed by a short line of fence."[33]

It is curious that Blackford placed this advertisement to sell his property. By 1830 he had spent thirty years acquiring property and building the estate. His holdings and improvements were extensive. He had worked to bring the C&O Canal into existence, and construction was underway. Perhaps he was already anticipating the difficulties he would soon have with the C&O Canal Company, although this hardly seems the likely cause for his seeking to sell the property with its extensive improvements.

In 1832 the canal company began purchasing land in Washington County. Blackford was dissatisfied with the price the company offered for his land and a legal squabble began that would finally be settled in 1833 with a transaction of about 41 acres of Blackford's land to the C&O Canal Company for $1,500. The transaction was recorded in county land records on 3 June 1833.[34] It appears that Blackford was quite agitated that he did not get a higher price for his land. He was later reimbursed for use of his land during construction (20 June 1838 payment of $117), and for fill dirt removed from his property (17 October 1838, $102.87) after filing a claim for earth taken from his land.[35]

By the 1830s there were three residences on the plantation property in addition to the Ferry Hill mansion and the "cottage" that was built by Swearingen to house the ferry attendant. The residences were occupied in 1838 by Franklin Blackford (John Blackford's married son), Charles Knode and Joseph Knode

[33] 1 April 1830. *Torch Light and Public Advertiser*. Miscellaneous document in Ferry Hill file at Western Maryland Room, Washington County Free library.
[34] *Deed*, John Blackford to Chesapeake and Ohio Canal Company, June 3, 1833, recorded in Washington County Land Records, 1833, Libber 2, Folio 462.
[35] Unrau, 1977, 16.

(brother and nephew of Blackford's second wife). Having his own business interests, Franklin gave only minimal assistance to his father. The Knodes rented Blackford's land and cultivated it, paying him a share of the crops grown. The ferry was operated by two slaves. The "cottage" and the houses in Shepherdstown were rented to people who worked on the plantation.[36]

It appears that plantations as large and prosperous as Ferry Hill were few in number, and did not represent the majority of agricultural properties in the area. In his History of Western Maryland, J. Thomas Scharf praises Washington County for its "pure, healthful, invigorating atmosphere," a large, progressive population, and ". . .all the advantages necessary to enable it to maintain its position as one of the leading agricultural communities of the United States." He also notes that while there were a few families among the early settlers who owned large tracts of land and lived in "lordly style," the majority of the county was settled by

> *"... a simple, industrious people, who ate out of wooden trenchers and platters, sat upon three-legged stools or wooden blocks upon a dirt floor, used bear's grease for lard and butter, cut up their food with the same sheath-knife which they used in dressing the deer killed by their rifles."*[37]

In this environment, the size and stature of Ferry Hill Plantation would have had an impact on other farms in the area. In addition to supporting improvements to infrastructure, Blackford lent considerable sums of money, and employed numerous laborers. His power must have been considerable, as overseer of the control point for passage across the Potomac River and local access to the C&O Canal.

[36] Green, Fletcher M. 1961(original), 1998 (electronic edition), xii.
[37] Scharf, 1882, 981, 982, 1000.

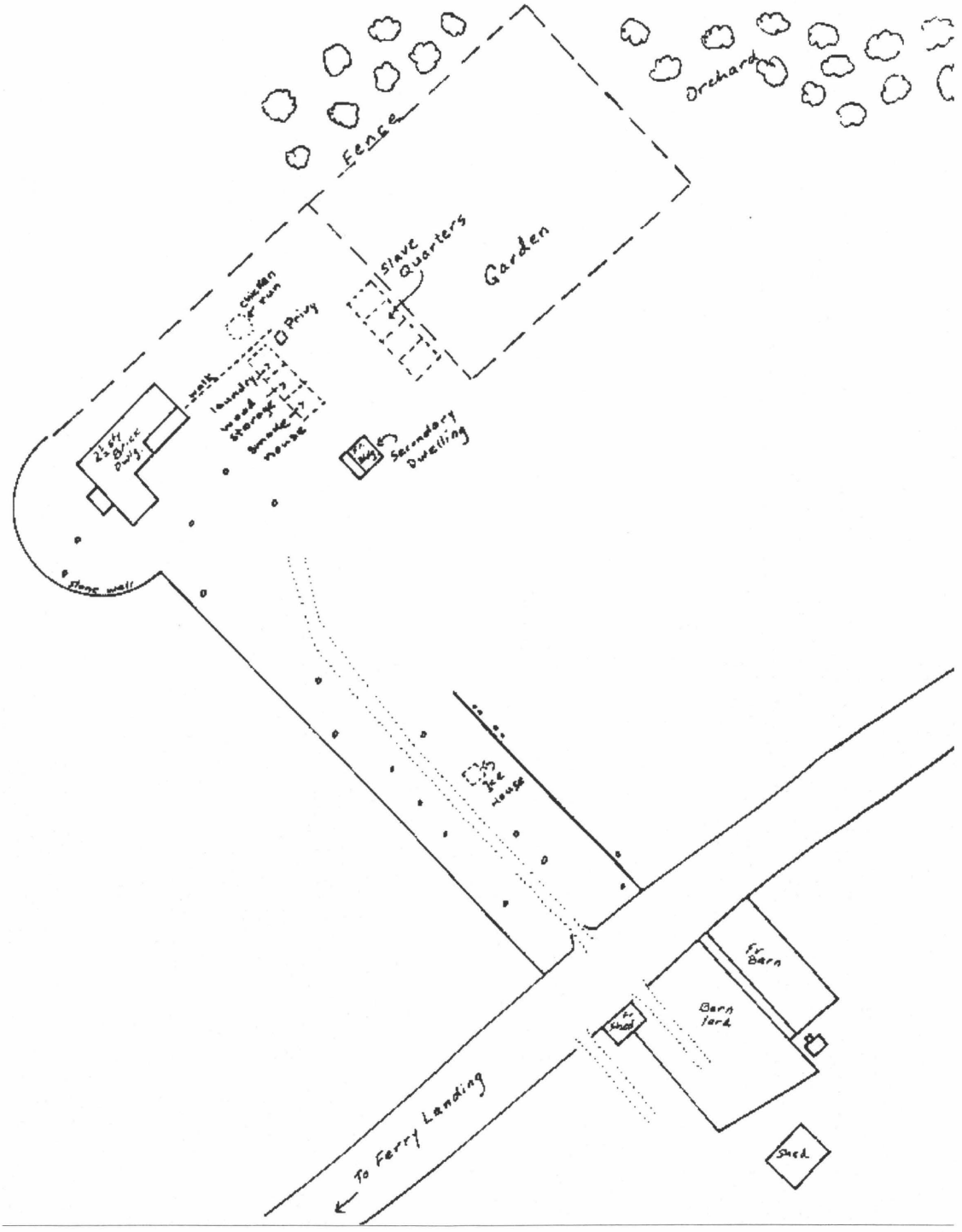


Figure 2.9: Conjectural Plan of Ferry Hill in the Nineteenth Century
(Source: Ziek, 1979)

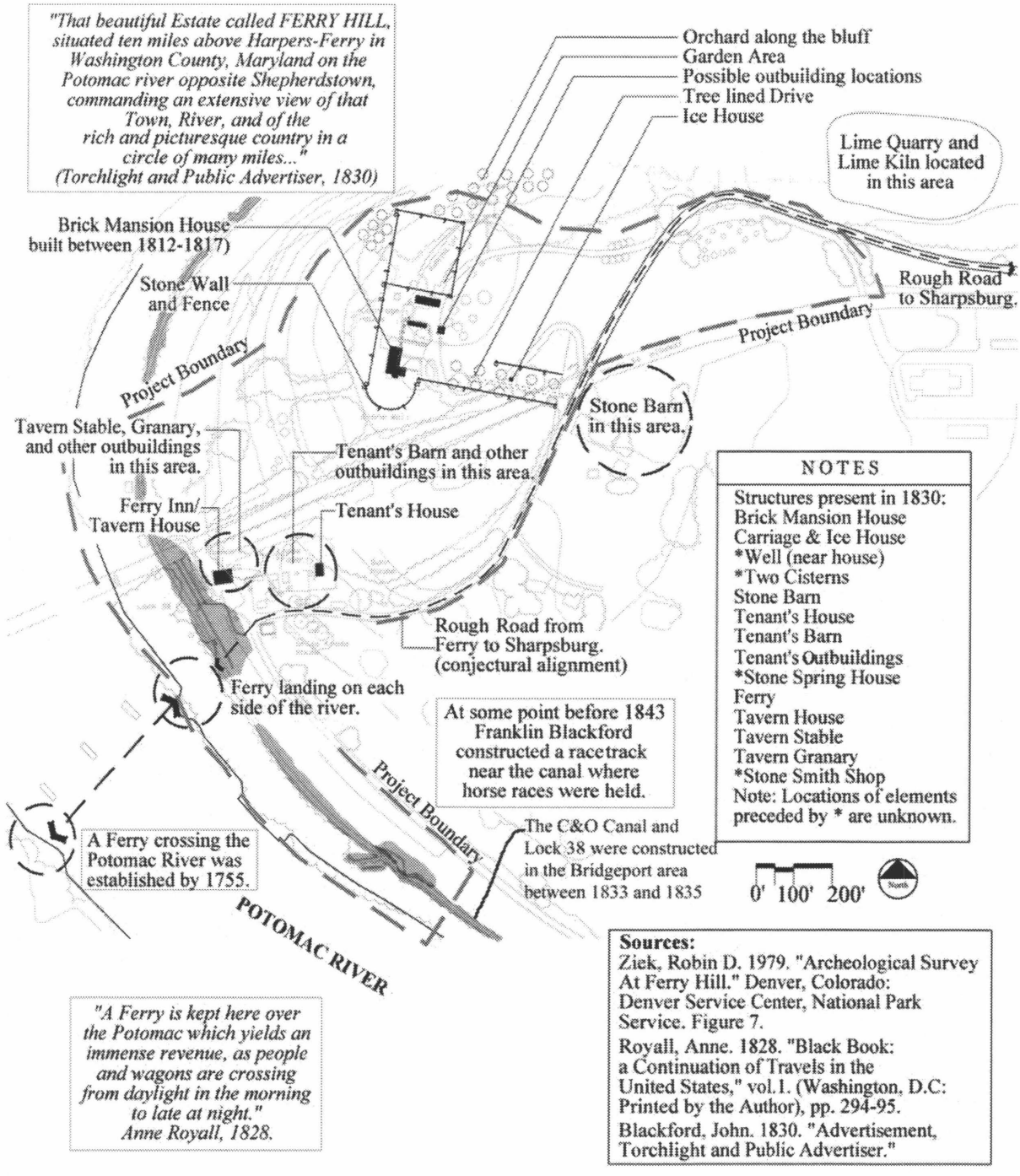


Figure 2.10: Historic Period Plan, 1801-1835
Prepared by: QUINN EVANS | ARCHITECTS

Summary of Landscape Characteristics, 1801-1835

Regional Context, 1801-1835

The Potomac Company completed improvements to navigation in 1802. By 1807, Washington County was a populated region where agriculture was the mainstay. Wheat, rye, Indian corn, oats, potatoes, hemp, flax, and a great variety of vegetables were being produced. The region was quickly becoming the "breadbasket" for the Chesapeake Bay area (Baltimore, Georgetown, Alexandria). There was an abundance of mills (particularly along Antietam Creek) where flour was manufactured from grain grown throughout the County. Distilleries, iron mines (as well as furnaces and forges) gristmills, sawmills, fulling, hemp, and oil-mills, and limestone quarries were prevalent.

By 1809 a road was constructed from Boonsboro to Sharpsburg—providing improved regional connections to and from Ferry Hill and Bridgeport.[38] The period included several campaigns for improvements to Washington County's roads, canals, and railroads. In 1828 construction of both the C&O Canal and the B&O Railroad began.[39]

Ferry Hill Component Landscape, 1801-1835

This was the greatest period of documented development and success for the Ferry Hill plantation. By 1801 land had been cleared, cultivated, and at least partially fenced. Crops included grain and fruit, in addition to an established garden. The property included at least one residence, and possibly two. Within a short time after 1801 it is likely that there were three households present (Good, Blackford, and Joseph Swearingen). Locations for these related features are not known.

Sometime between 1812 and 1817 the Ferry Hill mansion house was constructed. By 1830, the property (that is, the overall plantation owned by John Blackford, composed of both Ferry Hill and Bridgeport) included the house, a barn, carriage house, blacksmith shop, sawmill, two ice houses (one near the mansion house and one near the ferry house), well, two cisterns, water works, stone barn, tenant's house, tenant's barn, stone spring house, ferry, tavern house, tavern stable, tavern granary, a stone smith shop, and all other necessary buildings. A number of these items were part of the Bridgeport property. Figures 2.9 and 2.10 provide conjectural diagrams of the property during this period.

[38] Scharf, 1882, 1000.
[39] Unrau, 1977, 5.

In 1830 the property had grown to encompass at least 500 acres. About 250 acres were cultivated or orchards, with the remainder in woodland that was harvested for firewood and lumber. According to one source, there was a five-acre manicured lawn around the mansion house that was "adorned with a variety of fruit and ornamental trees." The property was described by Anne Royall in 1828 as a "paradise" that included a "network of terraces, gardens, and shrubbery." Also near the house was a large fenced garden. Situated atop the hill, the house could be viewed from afar, and afforded sweeping vistas of the surrounding landscape. The views to and from Ferry Hill were an important aspect of the plantation's character.

Bridgeport Component Landscape, 1801-1835
During this period, Ferry Hill and Bridgeport were both owned and managed by John Blackford as one large plantation. In addition to the Ferry and Ferry Inn (or tavern house), by 1830 Bridgeport included the tavern stable, tavern granary, an ice house, tenant's house (stone cottage/Barr House), tenant's barn, stone spring house, stone smith shop (Franklin Blackford Shop/Kretzer-Knode building), and other outbuildings. There were two fenced gardens and fruit trees near the tenant's house. The Ferry and Ferry Inn apparently did a thriving business—resulting in a constant stream of people, animals, and products through the location.[40] Details regarding vegetation and other landscape features at Bridgeport during this period are scarce.

By 1830, the plantation (including both Ferry Hill and Bridgeport) included the house, a barn, carriage house, blacksmith shop, sawmill, two ice houses (one near the mansion house and one near the ferry house), well, two cisterns, water works, stone barn, tenant's house, tenant's barn, stone spring house, ferry, tavern house, tavern stable, tavern granary, and a stone smith shop. A number of these items were part of the Bridgeport property. Figures 2.9 and 2.10 provide conjectural diagrams of the property during this period. The Chesapeake and Ohio Canal Company purchased property along the Potomac River at and near Bridgeport from John Blackford in June of 1833. It is likely that clearing began quickly for construction purposes since the canal was opened as far west as Dam Number 5 by 1835. Dam Number 5 is located 33.8 miles west of Ferry Hill at mile 106.6 on the canal. The canal begins in Washington, D.C., and travels west.

[40] 1 April 1830. *Torch Light and Public Advertiser*. Miscellaneous document in Ferry Hill file at Western Maryland Room, Washington County Free library; and Reed, 1992, 28.

1835-1861: Establishment of the C&O Canal

Establishment of the C&O Canal

As the C&O Canal was developed and opened, it provided an improved route for transporting agricultural products from Ferry Hill and Bridgeport to Georgetown and the other District cities. The canal also brought traffic from points upstream, increasing the number of people and amount of goods passing through Bridgeport each day. The house at Lock 38 was built before October 1838. A bridge over Lock 38 and another over the Shepherdstown Outlet Lock were built during the 1830s. These were replaced in the 1840s due to deterioration. In 1850 a wider, higher bridge was built at Lock 38 to accommodate traffic from the newly constructed Shepherdstown bridge that crossed the Potomac River.[41] By 1838 improved roads in the area led from Ferry Hill to Sharpsburg, Boonsboro, Hagerstown, Frederick and Harpers Ferry, with connections to Baltimore and Harrisburg.[42]

John Blackford's journals provide detailed descriptions of activities at the plantation from the beginning of this period until his death in November of 1839. During Blackford's tenure, the plantation operated as a mixed agricultural enterprise.[43] Blackford applied progressive farming techniques, experimenting with varieties to obtain the greatest yield, and harvesting and selling seed crops. He used manure and lime extensively to supplement the soil and combined use of older tools and methods with the latest improved machinery. Grain was cut with scythes and hand cradles until 1838, when he rented a harvesting machine, most likely a McCormick reaper, for cutting his wheat. "Some grain was threshed by wooden flails or by treading, but in 1838 Blackford used a threshing machine driven by horses, and he owned a windmill, or as he called it a 'revolving machine,' powered by nine horses."[44]

In 1837 the labor force at the plantation included 25 slaves (of which seven were young children) and a large number of hired workers. The most important cash crop grown was wheat. Blue Stem and White varieties were used to increase yield. Wheat was taken to local mills to be processed. During the years 1838-1839 Blackford notes using Mumma's, Stuab's, and Glassford's Mills, all located on Antietam Creek. After processing, the flour and meal were transported to Baltimore or Georgetown for sale. Corn,

[41] Danz, Jonathan, et. al., 1999, *Initial Phase I Investigations for the Rumsey Bridge, Shepherdstown, WV, Draft Management Summary* (Submitted by Michael Baker Jr., Inc., 5088 West Washington Street, 2nd Floor, Charleston, West Virginia, 25313. Prepared for West Virginia Department of Transportation Division of Highways, State Capitol Complex, Building 5, Charleston, West Virginia, 25305), 4-44.
[42] Unrau, 1977, 4.
[43] Green, Fletcher M. 1961(original), 1998 (electronic edition), xii.
[44] Ibid., 1998, xvii.

rye, oats, buckwheat, hay (including timothy and red and white clover), potatoes, apples, pumpkins, turnips, hemp, and flax were also cultivated. Apples were used to make vinegar, cider, and apple butter and sold along with potatoes in local markets.[45]

Harvesting and selling timber was the second most important cash endeavor. In the winter Blackford employed numerous hired laborers to harvest wood. A large portion of wood sold was used for fuel by residents of Shepherdstown, Sharpsburg, and Boonsboro. In addition, the wood was sold for use as posts, rails, planks, shingles (these were produced by a small sawmill on the Ferry Hill property), and timber needs of local factories and mills. Gum, oak and hickory were sold to Antietam Iron Works for making helves for hammers used in the plant, and the Chesapeake & Ohio Canal Company purchased timber for fuel and repairs.[46]

Blackford also raised livestock including hogs, sheep, cattle, oxen, horses, chickens, turkeys, and pea fowl and kept bees. The hogs supplied pork, sausage and hams for use at the plantation and for sale. Meats were cured and sausage and liver pudding were produced using a machine that Blackford purchased in 1838. Sheep were raised to provide both food and wool; Saxons and Merinos were preferred for their wool. The wool was processed on the plantation and used for workers' clothing and carpets for the residences. Cattle supplied milk, butter, and beef. Oxen and horses were used as work animals on the plantation.

Second Generation of Blackfords at Ferry Hill

After John Blackford's death in 1839, an inventory of his property was conducted. Items to be sold at auction included: sixteen slaves, horses, cattle, hogs, sheep, wagons, carts, plows, cultivators, rollers, windmills, hay, wheat, rye, corn, oats, hemp, flax, sawn timber, firewood, a blacksmith shop, a sawmill, a carriage, a sleigh, a gig, and a cart and harness. Reportedly $30,917.22 was derived from the sale. The total value of Blackford's estate was about $110,000, a considerable sum in 1840.[47]

John Blackford's son Franklin inherited the ferry franchise, the ferry landing, the boats, and the ferry house; the two slaves who ran the ferry, Edmund and Julius; ten acres of land contiguous to

[45] Ibid., 1998, xvi.
[46] Ibid., 1998, xvi.
[47] Ibid., 1998, xxiv.

the ferry; and lots and a house in Shepherdstown, Virginia. The Ferry Hill mansion house was left to Henry Swearingen Blackford. Blackford's gold watch, and the "lower farm," consisting of three parcels from Thomas Shepherd, Dr. Hays, and Jacob Bedinger, was willed to William Moore Blackford, Blackford's youngest living child, who was eleven years old. Joseph Merrick was named as guardian of the child. Joseph Knode was the tenant of the lower farm and the will stipulated that he be allowed to stay for two years, as long as he continued to pay his rent and manage the property in an appropriate manner. Blackford's sister-in-law and daughters were each granted large annuity payments.[48]

Franklin Blackford, John and Elizabeth Blackford's oldest son, kept a journal that provided details regarding the plantation during the years of 1838 through 1846. Franklin married Elizabeth Miller on 19 October 1836 and they had six children: Laura, Helen, Mary, William Henry, John Frank, and Jeanette. Franklin Blackford enjoyed recreational activities including gambling, horse racing, and fox hunting. At some point before 1843 he constructed a racetrack near the canal where races were held.[49]

It appears that Franklin Blackford managed the entire plantation after his father's death, including the lands inherited by his brothers. Although Henry Swearingen Blackford owned the Ferry Hill mansion house and farm from 1839 through 1846, he was young and inexperienced.[50] Franklin Blackford used a management approach similar to his father's. His journals indicate that he hired laborers, directed the harvest, and negotiated with tenant farmers. During this period, timber was harvested, and livestock sold in local markets. Due to Blackford's passion for horses, a new emphasis was placed on horse trading. Franklin Blackford also had a small mercantile business. On 10 April 1840 Thomas Swearingen deeded the remainder of the family's shares of the ferry to Franklin Blackford.[51]

Henry Swearingen Blackford sold the Ferry Hill farm property to his brother Franklin Blackford on 17 June 1846. In exchange, Henry received $17,180 cash, the ferry franchise, the ferry landings on both sides of the river, the stone ferry house, and ten acres of land adjoining the C&O Canal (orchard field). Several

[48] Grivno, 2000, 51. Grivno cites the Will of John Blackford, 1 November 1839. Washington County Historical Society, Hagerstown, Maryland.
[49] Ibid., 2000, 53.
[50] Unrau, 1977, 32.
[51] Grivno, 2000, 53.

months after purchasing the Ferry Hill property from his brother, Franklin Blackford mortgaged 300-acres of the farm to John L. Mayer of York, Pennsylvania for $10,000.

Douglas family at Ferry Hill

On 19 October 1848, two years after acquiring title to the farm, Franklin and Elizabeth Blackford sold the property to Robert and Helen Douglas for $16,000. Helen Blackford Douglas was one of Franklin's siblings—John Blackford II's second eldest daughter. Robert and Helen Douglas owned the property from 1848 until 1867. They had three children, Henry Kyd, Nannie Cowen, and John B. Douglas. Henry Kyd Douglas later gained fame for his service in the military as an aide to General Stonewall Jackson. After the war, he delivered speeches and wrote extensively regarding his military experiences. Ferry Hill served as the childhood home of Douglas and was run as a farm.[52] The Douglas family moved from their home in Shepherdstown to Ferry Hill around 1850.[53] Details regarding the landscape during this period are limited.[54]

In the summer of 1854 Henry Kyd Douglas wrote, "I helped Enoch to haul post rails today." He joined laborers in the wheat fields and on 28 June 1853 he wrote: "Mr. Rench finished harvesting a little before sundown. Then all hands to the house and made several shouts, blew the horns. . . then went to the dinner table and made the lemonade, beer, and cake disappear immediately! We then went to the river and washed ourselves." He spent his youth at Ferry Hill, ". . .playing along the Potomac River, working in his father's fields, and studying."[55]

The ferry operation and the property around the landings remained in the family until 2 July 1849 when Henry and Eliza Blackford sold it to the Virginia and Maryland Bridge Company for $15,000. The company abandoned the ferry and constructed the first bridge over the Potomac at Shepherdstown in 1850. The covered wooden toll bridge with stone piers is illustrated in a ca. 1850 drawing, "View of Shepherdstown," (figure 2.11). A toll house was constructed later on the Virginia side of the river.[56]

---

[52] Danz, 1999, 4-41-4-42.
[53] Ziek, 1979, 7.
[54] Unrau speculates that at least in 1856-1858 Douglas did well financially—being able to send his oldest son to college in Pennsylvania. In 1860 he mortgaged his property to Joseph and Daniel Bowers.
[55] Grivno, 2000, 56. Grivno cites "Doug Bost Address. Henry Kyd Douglas Vertical File. Washington County Historical Society. Hagerstown, Maryland."
[56] The house is extant but has been altered extensively. Danz, 1999, 2-53; and Unrau, 1977, 33-35; and Green, 1961(original), 1998 (electronic edition), xvi.

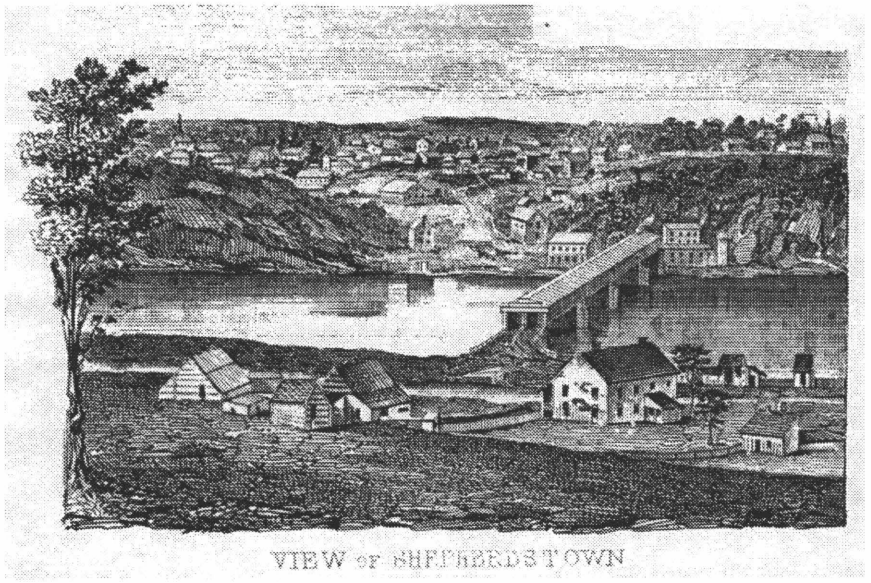


Figure 2.11

Sketch View of Bridgeport and Shepherdstown from Ferry Hill, ca. 1850

- Bridgeport in foreground
- First toll bridge
- Shepherdstown on opposite side of the Potomac River

(Source: C&O Canal National Historical Park)

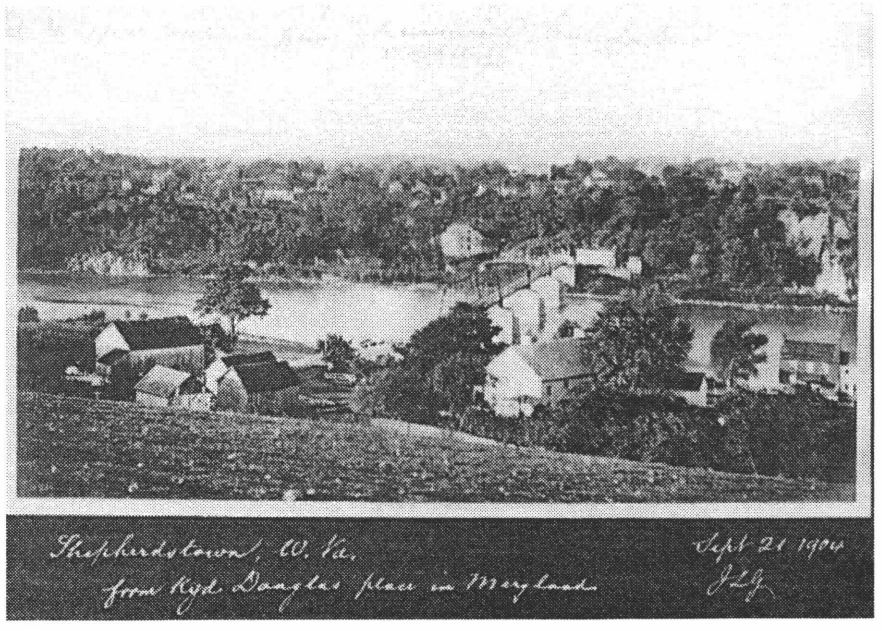


Figure 2.12

View of Bridgeport and Shepherdstown from Ferry Hill, ca. 1904

- Bridgeport in foreground
- Third toll bridge
- Shepherdstown on opposite side of the Potomac River

(Source: C&O Canal National Historical Park, L38-14)

Summary of Landscape Characteristics, 1835-1861

Regional Context, 1835-1861
In 1835, the C&O Canal opened as far west as Dam No. 5, providing water transportation from Ferry Hill to the District cities as well as traffic through Bridgeport from points farther west. Roads provided local and regional access. In 1850 the C&O Canal completed construction to Cumberland, Maryland (8 years after the B&O Railroad reached that city).[57]

Ferry Hill Component Landscape, 1835-1861
John Blackford's journals indicate that between 1829 and 1839 a number of buildings were added to the property, including a lime kiln, brick conductor, hen house, corn crib, wind mill, pump, and water works. The beginning of this period through at least 1839 presents Ferry Hill plantation and associated businesses at a high level of success and production. Cultivation was intense and managed in a progressive fashion. The plantation included three farms, the ferry, and a quarry. Upon John Blackford's death in 1839, the property was divided among his children, and most likely continued as a highly productive agricultural venture for the next several years, although there is little documentation regarding the physical attributes of the property.

An 1850 sketch titled "View of Shepherdstown" (figure 2.11) illustrates an open view from the site of the Ferry Hill mansion house to Bridgeport, the Potomac River, and Shepherdstown. The views to and from Ferry Hill continued to be striking—as mentioned by Henry Kyd Douglas:

> *... For some years before the war I had lived at "Ferry Hill Place," in Maryland and on a hill over against Shepherdstown, where from the gallery of its old house I could look for miles out into Old Virginia. The Potomac, spanned by a convenient bridge, formed no obstacle to constant, friendly communication and represented no hostility between those on opposite sides; and it never occurred to me what it would represent from 1861 to 1865.*[58]

Bridgeport Component Landscape, 1835-1861
During this period two major changes affected the landscape of the Bridgeport community. The C&O Canal was constructed and opened in 1835, and the first bridge to Shepherdstown was constructed between 1849 and 1850.

[57] Danz, 1999, 4-44.
[58] Douglas, Henry Kyd, 1940, *I Rode With Stonewall: Being Cheifly the War Experiences of the Youngest Member of Jackson's staff from the John Brown Raid to the Hanging of Mrs. Surratt* (Chapel Hill: The University of North Carolina Press), 1.

The first major change began in 1833 when the C&O Canal Company purchased the Bridgeport tracts for the canal from John Blackford. Construction of the canal had a significant impact on the vegetation, topography, and land use at Bridgeport. Any existing vegetation along the river was removed as the canal was dug and the adjoining land was graded for the towpath and berm. Access to the ferry would no longer be as simple or direct. A bridge was built over the canal and towpath to provide access to the ferry.

Transportation and commercial activities were greatly improved since the canal created a direct trade route (during good conditions) to Georgetown, expediting the movement of products to market. Several structures were built to serve the canal keepers and users. Canal Lock #38, also known as the Shepherdstown Lock, was constructed in Bridgeport, adjacent to the Shepherdstown bridge. A bypass flume was built as an extension of the lock. The Shepherdstown River Lock, located downstream from Bridgeport, provided direct access to the river for canal vessels.

A lockhouse was built between 1837 and 1838 by James H. Elgin. The building was a two-story, side-gable I-House, 12 feet by 14 feet, with a centered entry and interior end chimneys. Two wooden bridges were also constructed during the 1830s, one spanning Lock 38 and one that passed over the Shepherdstown Outlet Lock. Both were rebuilt in the 1840s after deteriorating. The Bridgeport landscape changed significantly again between 1849 and 1850 when the Virginia and Maryland Bridge Company constructed the first bridge to cross the Potomac River at this location (figure 2.11). In 1850 a third bridge was built over Lock 38—a wider, higher bridge to accommodate increased traffic due to the construction of the first Shepherdstown Bridge over the Potomac River. The third bridge is illustrated in figure 2.12.[59]

An 1850 sketch titled "View of Shepherdstown" (figure 2.11) provides the first illustration of the bridge, Shepherdstown, and Bridgeport. The Bridgeport structures appear to lie fully within the floodplain of the Potomac River, with the "tenant's house" and outbuildings (at the lower left quadrant of the sketch) constructed on the edge of the hillside leading to the upper plateau. The "Ferry House" (or tavern house) is clearly depicted to the right and below the bridge, along with a small shed. In addition, there are two small buildings on the towpath side of the canal.

[59] Danz, 1999, 4-44.

The entire area is devoid of vegetation with the exception of two deciduous trees—possibly ornamental trees or fruit trees. In the lower portion of the drawing and the horizontal center of the page, a linear pattern in the sketch stretches from the "Ferry House" left towards the cluster of tenant buildings. This pattern represents a fence and hides the road behind it that leads towards the canal and bridge. In the lower right hand corner of the sketch a similar pattern is believed to indicate a fence from the left corner of the small shed. Just above the roof of the shed a roughly square patch with vertical lines is possibly a bridge over the canal. Alternatively, the bridge over the canal may be hidden by the ferry house or the tenant's buildings. It is somewhat surprising that the road and canal bridge approaching the Potomac bridge are not clearly in view as they would be if the road provided a straight approach to the bridge. The bridge in this location played a vital role in transportation and commerce.

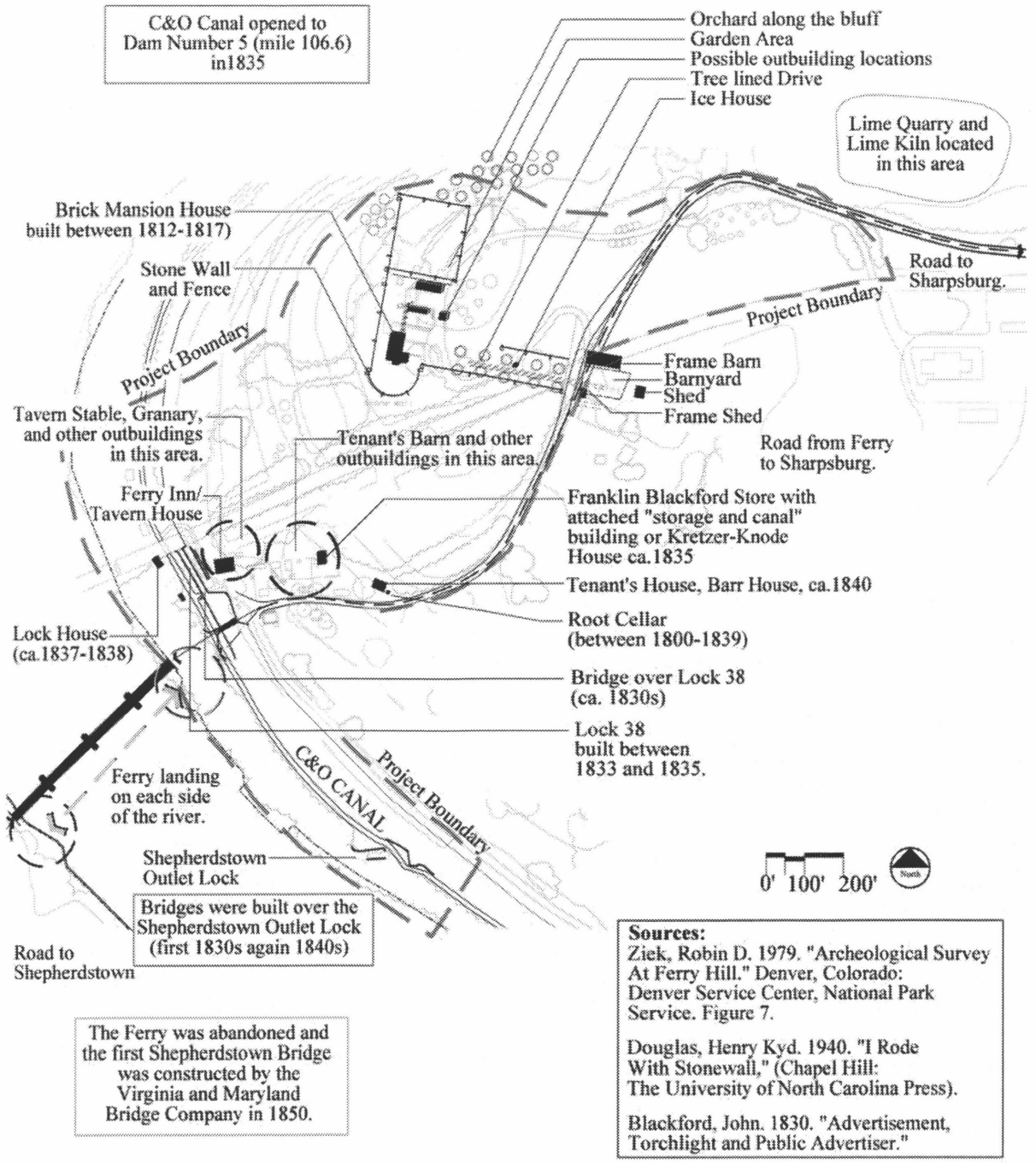


Figure 2.13: Historic Period Plan, 1835-1861
Prepared by: QUINN EVANS | ARCHITECTS

1861-1865: The Civil War and Henry Kyd Douglas

Situated at an important crossing between Confederate Virginia and Union Maryland, Ferry Hill and Bridgeport were destined to suffer consequences during the American Civil War. With the outbreak of the war and Virginia's secession from the Union, Ferry Hill found itself perched on the edge of the border between North and South.[60] Ferry Hill's crucial location at a vital river crossing, with bridge, canal, and railroad close at hand, had led to prosperity for the plantation. During the war, these factors at a border location guaranteed Ferry Hill would not escape unharmed.

In June 1862 the Shepherdstown Bridge was destroyed by the Shepherdstown Confederate unit, Company B of the Second Virginia Infantry, to protect Harpers Ferry and the Shenandoah Valley from feared invasion by Northern troops. Shortly after, the Ferry Hill property was struck a harsh blow by the Union army. The barn was burned and the farm looted for supplies.[61] Henry Kyd Douglas was with the regiment that destroyed the Shepherdstown Bridge and he witnessed the burning of his father's barn.

> *... I was with the regiment that marched to Shepherdstown to destroy the bridge over the Potomac at that point. I was with the company that set fire to it, and when, in the glare of the burning timbers, I saw the glowing windows in my home on the hill beyond the river and knew my father was a stockholder in the property I was helping to destroy, I realized that war had begun. I knew that I was severing all connection between me and my family and understood the sensation of one, who, sitting aloft on the limb of a tree, cut it off between himself and the trunk, and awaits results. Not long after, when I saw the heavens lighted up over in Maryland one dark night and knew that the gorgeous bonfire was made from the material and contents of my father's barn, I saw that I was advancing rapidly in a knowledge of the meaning of war; and my soul was filled with revengeful bitterness.*[62]

Blackford's Ford also took on strategic importance during the War. Troops of both the Northern and Southern armies used Blackford's Ford to cross the Potomac River during the Antietam, Gettysburg, and Monocacy campaigns. As troops passed through Ferry Hill, the Douglas family lost farm buildings, livestock, grain and slaves, and endured personal hardships.[63] Immediately following the Battle of Antietam, Ferry Hill was used as a hospital

[60] When West Virginia was formed as a state in 1863, it was technically a member of the Union. However, local sympathies on both sides of the Potomac near Ferry Hill remained with the Confederacy.
[61] Grivno, 2000, 60; and Reed, 28.
[62] Douglas, 1940, 6-7
[63] Grivno, 2000, 60.

for Confederate troops.[64] Soon afterward, the Union Army of the Potomac occupied the plantation. On 19 September 1862, the Army of the Potomac marched through Sharpsburg and occupied Ferry Hill one day after Lee's Army of Northern Virginia had retreated across the Potomac at Blackford's Ford. The Union soldiers ransacked Douglas' fields and outbuildings and the Douglas family was confined to their home.[65] Henry Kyd Douglas described the event in his book.

> *When the next day the Army of the Potomac swarmed down through Sharpsburg and over three miles to the bank of the river, war was brought home with terrible earnestness to my family. Long before that, as I have said, the barn was a black mass of ruins, and its bare stone walls, still standing, told the story of its early destruction. Now in a night, as it were, a beautiful farm was laid waste, its fences disappeared up to the door of the mansion house, artillery parks filled the wheat fields; corn and fodder and hay soon became contraband of war. In front of the house, which from its high eminence looked over into Virginia, were rifle pits; and several rifled cannon, with their angry muzzles pointing across the Potomac, decorated the lawn. My father, mother, and sister were prisoners in their own house, without the freedom from danger which prisoners usually enjoy. Unfortunately, there were two sons in the Confederacy and the sufferings of those at home must be vicarious; there are harder things to endure than battles and wounds. To invade his house at pleasure and search it as a whim, to enter the chambers of his wife and daughter, looking through the contents of bureaus and wardrobes and pitching beds upon the floor with bayonets, using brutal language to all the inmates—this was scarcely the way to improve the loyalty of the man of the house.*[66]

In October Reverend Douglas was taken prisoner when Union troops believed the family was signaling to the enemy.

> *One stormy night in October one of the shutters toward Virginia blew open—they were, by orders, kept shut at night –and my mother, going at midnight to a sick room, passed it with a candle. The sentinel on the river gave the alarm, and the next morning my father was arrested for giving signals to the enemy. He was at once taken from his home, leaving his family absolutely unprotected....*

Douglas was kept prisoner for at least seven weeks and became ill. He died shortly after the war ended.

---

[64] Danz, 1999, 2-69
[65] Grivno, 2000, 62-63.
[66] Douglas, 1940, 180-181. No extant evidence of the rifle pits has been located.

Although Blackford's Ford is located outside of the project area, its role in the war impacted Ferry Hill by attracting troops from both the Union and Confederate Armies to the area to cross the Potomac River. During the Antietam Campaign, Blackford's Ford took on special importance linking the shortest route between Harper's Ferry and Sharpsburg. General Robert E. Lee's Army of Northern Virginia was dangerously divided when General Jackson's forces were sent to capture a Federal garrison at Harper's Ferry. As Lee met General George B. McClellan's Army of the Potomac near Sharpsburg, Jackson's forces rushed to his assistance, crossing the Potomac at Blackford's Ford. In the days before and after the Battle of Antietam soldiers traversed the ford in both directions. Figure 2.14 illustrates the movement of troops near Ferry Hill during the Battle of Antietam.

Later in the war, on 20 September 1862 a battle took place at Blackford's Ford in which the river, ford, dam, bluffs, and pouring rain played a major role in the outcome of the battle. The Union troops were devastated when they tried to overcome the bluffs as Confederate soldiers shot them back over the edge.

In 1863 the ford was utilized by General Robert E. Lee's Army of Northern Virginia during the Gettysburg Campaign. On the night of 17 June 1863 General Edward Johnson made his headquarters at Ferry Hill while his division encamped on the property. Henry Kyd Douglas was a member of the division and noted the condition of the property in his book, "My beautiful home was a barren waste and a common, and the blackened walls of the burnt barn stood up against the sky as a monument of useless and barbarous destruction."[66] Between 18 and 22 June 1863 Ferry Hill provided lodging for Major Jed Hotchkiss, as he worked on detailed maps of Maryland and Pennsylvania while troops crossed at the ford.

A family friend, Katherine Susannah Markell, visited Ferry Hill Plantation during the summer of 1862 and noted impacts of the Civil War on the Douglas family's lives: "Scavenging deserters disrupted a tea party at William Moore Blackford's farm." Referring to an outing when the friends crossed the Potomac, Markell noted that "... events once considered part of the family's routine, such as crossing the Potomac River to visit friends in Shepherdstown, Virginia, now became an opportunity for political defiance."[67] In July 1864 the wood bridge over Lock 38 was burned by Federal troops.

[66] Douglas, 243.

Summary of Landscape Characteristics, 1861-1865

Ferry Hill Component Landscape, 1861-1865
During the American Civil War, Ferry Hill's border location made it variously a target, hospital, and headquarters for both the Northern and Southern armies. According to Henry Kyd Douglas, the farm was laid to ruin by Union troops in 1861.

The main barn was burned in 1861. Henry Kyd Douglas described its condition in 1862, as a "black mass of ruins" of which only the stone foundation walls remained. Also in 1862 the fences had been removed "up to the door of the mansion house." There were artillery parks in the wheat fields. Rifle pits and rifled cannon decorated the front lawn of the house and were aimed across the Potomac. Agricultural activities appear to have come to a halt during the war.

Bridgeport Component Landscape, 1861-1865
In June 1861 the Shepherdstown Bridge was destroyed. After that Blackford's Ford (also known as Boetlers Ford) was used for crossings. Occasionally the old ferry landings were used by people crossing the river in rowboats. The bridge over Lock 38 was destroyed in 1864. See figures 2.15a, 2.15b, and 2.16. Also, Historic Period Plan, 1861-1865, figure 2.17.

[67] Grivno, 2000, 65.Grivno cites Katherine Susannah Markell Diaries, January 1, 1862; 12 January 1862; 12-27 June 1862. C. Burr Artz Public Library, Frederick, Maryland.

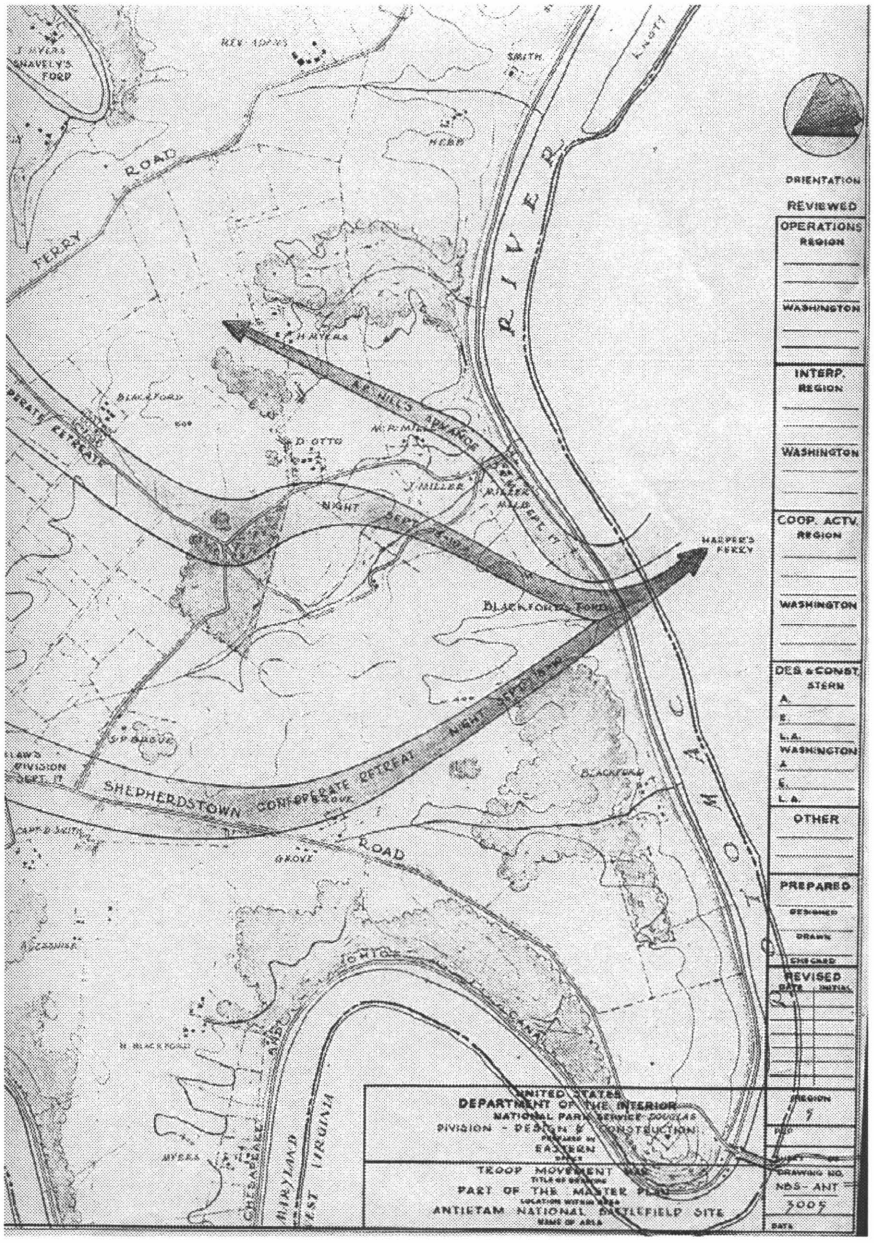


Figure 2.14

1861 Battle of Antietam, Line of Retreat through Ferry Hill

- Arrows indicate troop movement around Ferry Hill
- Troops used Blackford's Ford to cross the Potomac River
- Ferry Hill Place at lower right corner under titleblock
- Bridgeport and Shepherdstown Bridge site (it was destroyed in 1861) at lower right corner under title block

(Source: Antietam National Battlefield map archives)

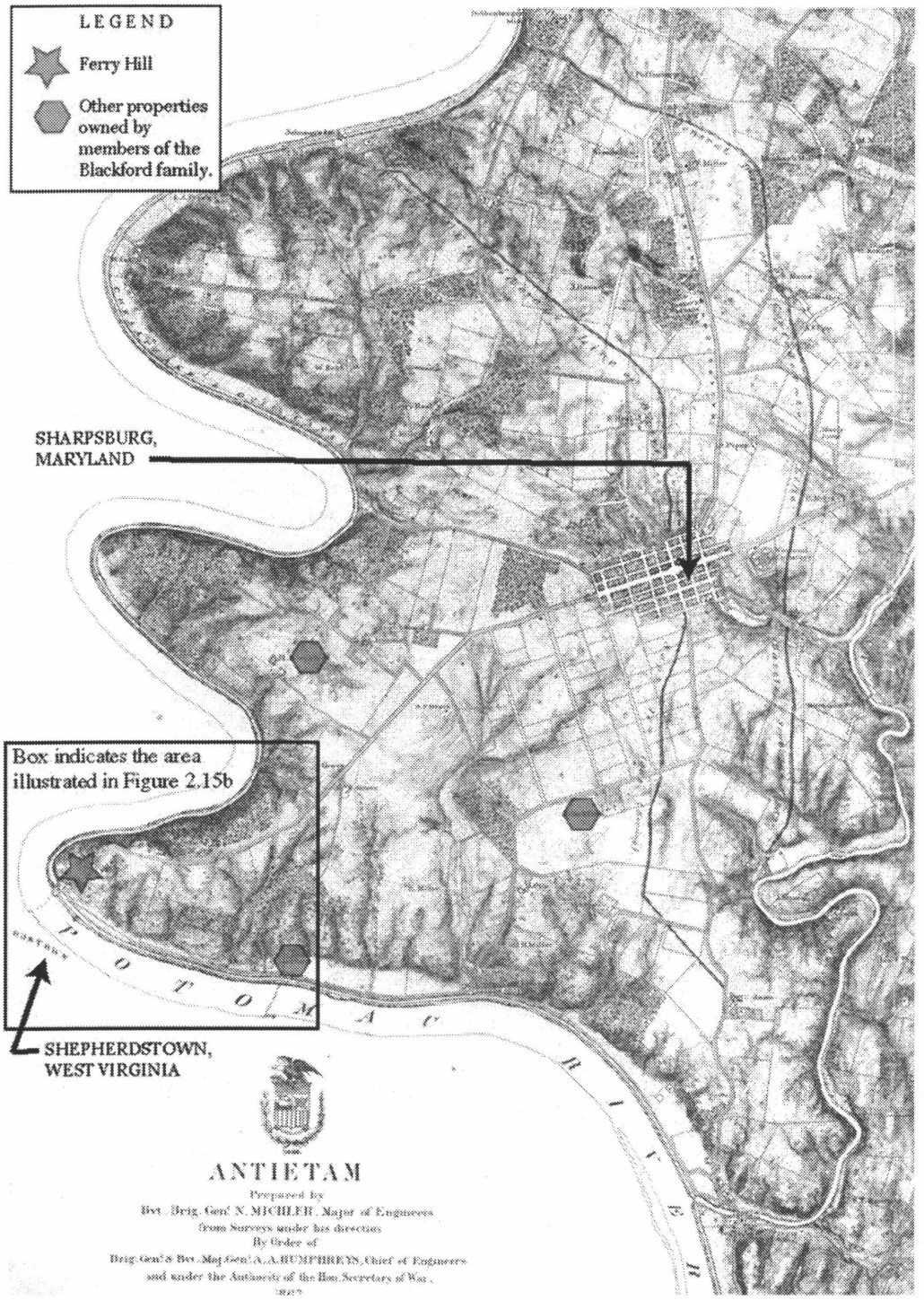


Figure 2.15a: Sharpsburg, Ferry Hill, and surrounding area, 1867
(Source: "Antietam" map prepared by Brig. Gen. N. Michler, Major of Engineers, for the Hon. Secretary of War, 1867, map located at University of Maryland, College Park)

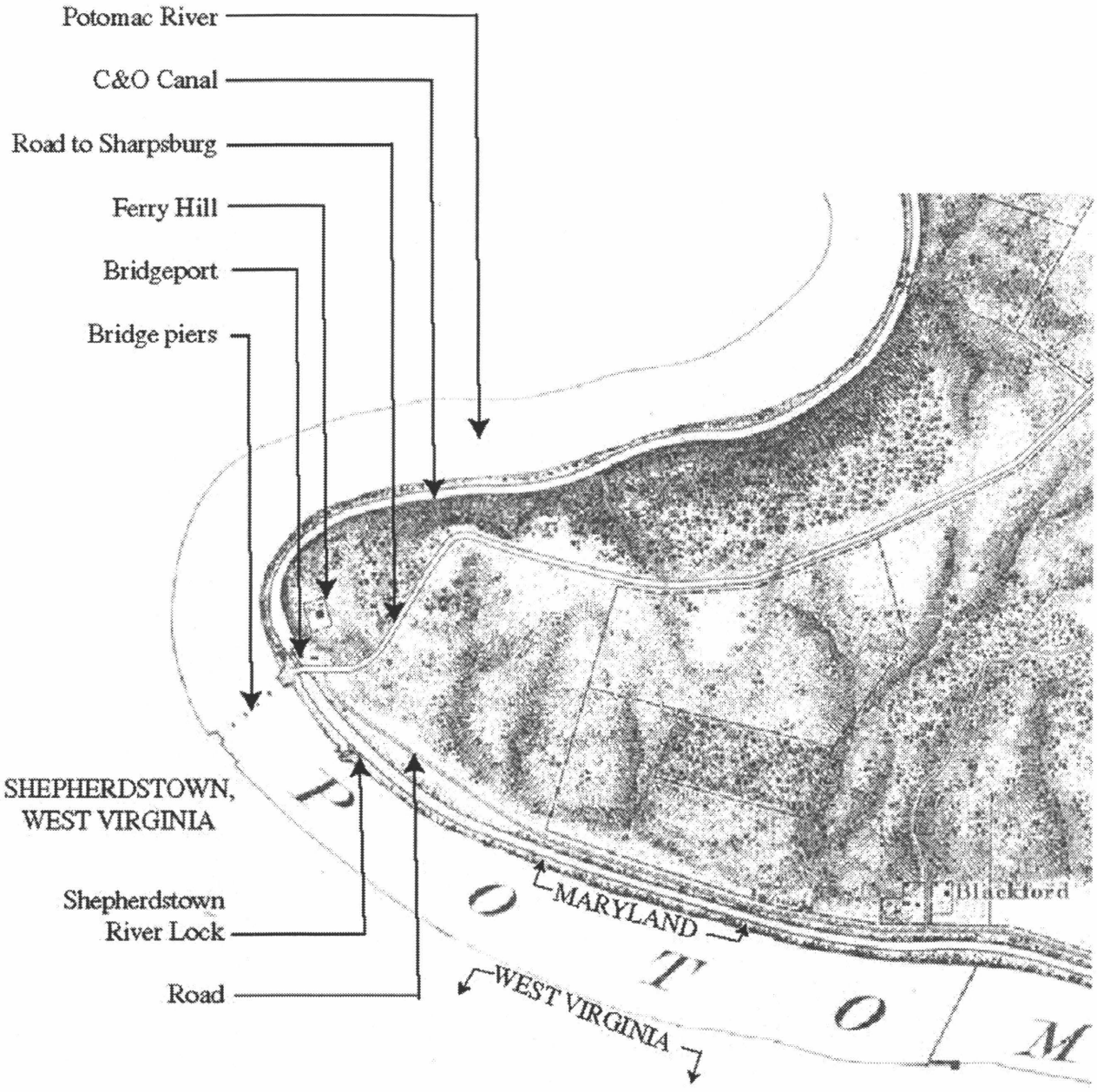


Figure 2.15b: Ferry Hill area, 1867
(Source: Excerpt from "Antietam" map prepared by Brig. Gen. N. Michler, Major of Engineers, for the Hon. Secretary of War, 1867, map located at University of Maryland, College Park)

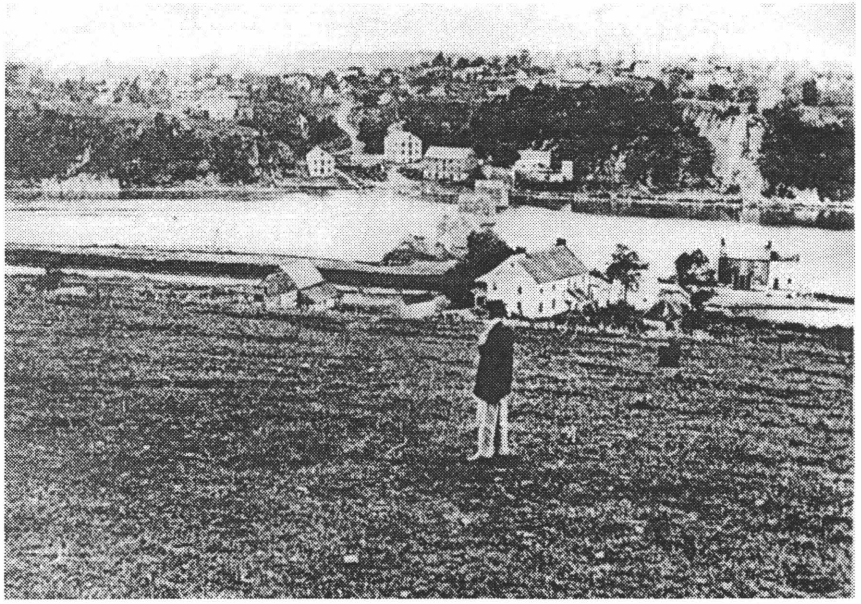


Figure 2.16

View of Bridgeport and Shepherdstown from Ferry Hill, 1913

- Ferry Hill fields in foreground
- Bridgeport at center and right side of frame
- Supports for former bridge across the Potomac
- Shepherdstown on opposite side of river

(Source: C&O Canal National Historical Park, L38-15)

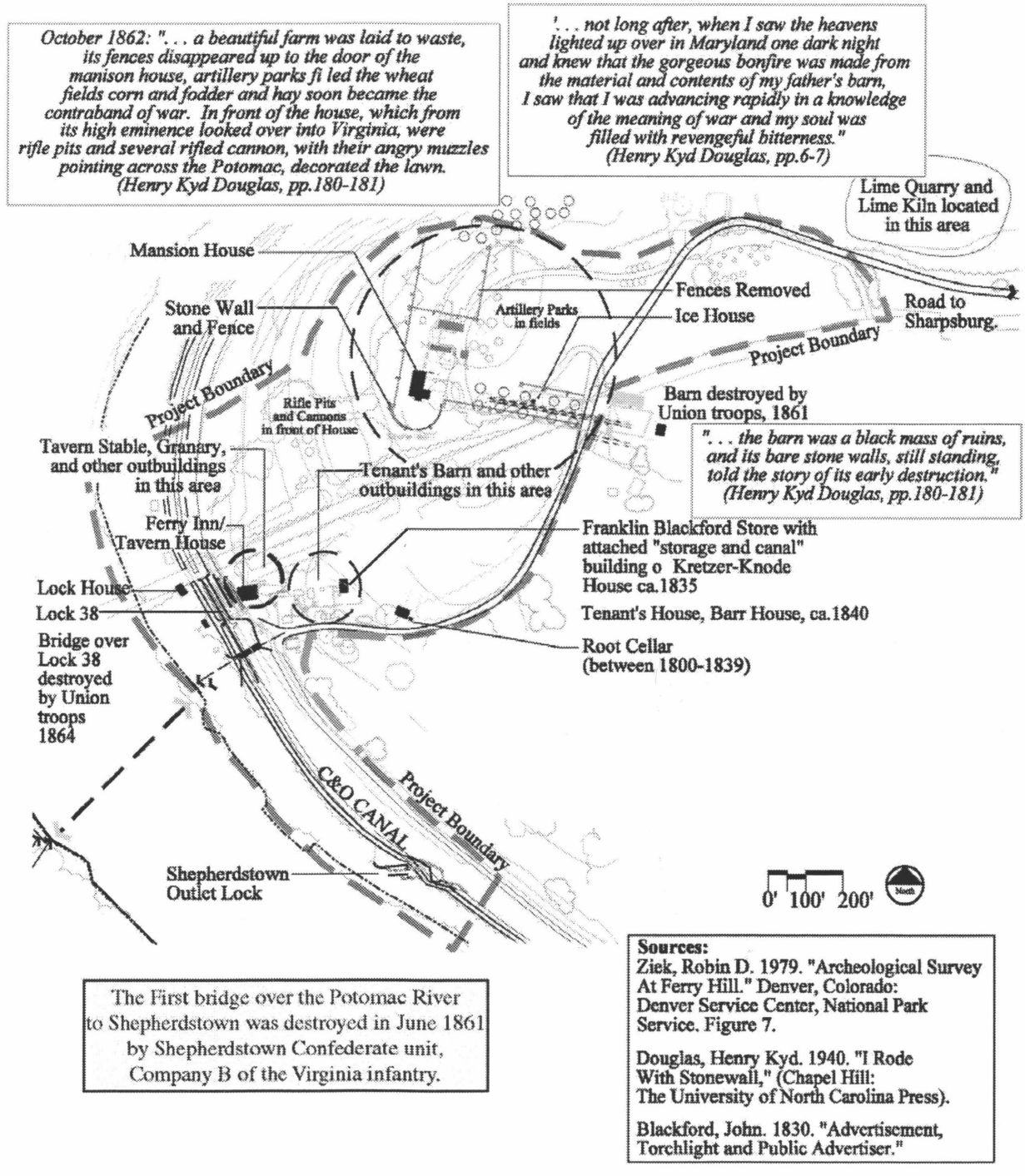


Figure 2.17: Historic Period Plan, 1861-1865 (The American Civil War)
Prepared by: QUINN EVANS | ARCHITECTS

1865-1889: Post-Civil War to Flood of 1889

In 1867 when Reverend Robert Douglas passed away, the total value of his personal property was estimated at only $1,959.70. Douglas' wife, Helen Blackford Douglas, continued to live at Ferry Hill until her death in 1882. It is not clear whether Ferry Hill was operated as a farm, leased to tenant farmers, or fields were allowed to remain dormant during this period. Given that Henry Kyd Douglas was pursuing his career in other locations, it is not likely that he spent much time at Ferry Hill. In 1878 he purchased a large home in Hagerstown that served as his primary residence for the remainder of his life. After their mother's death in 1882, Henry Kyd Douglas and his siblings, John B. Douglas and Nannie Cowen Beckenbaugh, inherited her small estate. Henry Kyd Douglas renounced all claims to money but acquired two-thirds interest in the farm with one-third going to his sister.[68]

No documents have been found that indicate who lived in the house or ran the farm during this period. When Henry Kyd Douglas died on 18 December 1903, his brother John B. Douglas and his family were living in Missouri. His sister, Nannie Cowen Beckenbaugh, and her children were living with him at his residence in Hagerstown. It is likely that the Ferry Hill property was rented for at least a portion of the period. Upon his death, Henry Kyd Douglas left his portion of the interest in the farm to his sister with the stipulation that she pay $2,000 to Cornelia (wife of John B. Douglas—their brother).[69]

On 28 February 1868 Zaphamiah Bane purchased a plot in Bridgeport from the Virginia and Maryland Bridge Company. The plat shows one structure at the corner near the intersection of the road and canal. In 1869 Urias Knode purchased the ferry property from the Virginia and Maryland Bridge Company. Knode built a brick house opposite Canal Road from the Kretzer-Knode house sometime between 1869 and 1877.[70] The 1877 Washington County Atlas indicates nine buildings in Bridgeport. Three are on the river side of the canal, and one, owned by U. Knode, is on the south side of Highway 53 (Canal Road). One structure at the Ferry Hill site is shown, owned by a member of the Douglas family (see figure 2.18). Figure 2.19 provides a historic period plan for 1865 through 1889.

In 1871 the Virginia and Maryland Bridge Company constructed a second toll bridge across the Potomac at Shepherdstown. The

[68] Unrau, 1977, 68.
[69] Ibid., 1977, 45.
[70] Reed, 1992, p.28.

wood bridge used the piers and abutments of the earlier bridge. The bridge is shown on an 1886 map of Western Maryland (see figure 2.20). This bridge was then destroyed by a flood in 1889. During the post-Civil War period, the C&O Canal enjoyed a brief period of prosperity. Immediately following the war the company launched a four-year improvement program to repair damage inflicted by both armies. The company also repaired flood damage, and made improvements aimed at making the canal more resistant to future floods. The canal continued to serve as a regional carrier of coal and lumber, as well as grain, flour, cement and lime. During the 1870s over one million tons of non-perishables were carried along the canal by barges, making it the busiest decade for the canal. In 1875 use of the canal peaked—973,805 tons were transported along its corridor in that year.[71]

In 1877 the Potomac River flooded to record levels causing major damage to the canal. In the same year a boatmen's strike hurt the canal financially. Additional economic and natural disasters occurred during the next few years and by the mid 1880s coal tonnage on the canal declined by two-thirds of the level of the mid-1870s, and the B&O Railroad was taking over much of the coal trade. The first railroad through Shepherdstown was constructed in the late 1870s by the Shenandoah Valley Railroad Company (see figure 2.20). The first train arrived 1 January 1879. The Norfolk and Western Railway purchased the line in 1891. The Shepherdstown Mining, Manufacturing and Improvement Company was organized in 1891 to encourage business development in the area. Other industries in Shepherdstown during the late 19th century and early 20th century included the Potomac Knitting Company, grain elevators, and planing mills.

The bridge over Lock 38 was razed in 1866. In 1884, the bridge was replaced. The 1884 structure (or another wood bridge on its site) remained until the flood of 1936 carried it away.[72]

Summary of Landscape Characteristics, 1865-1889

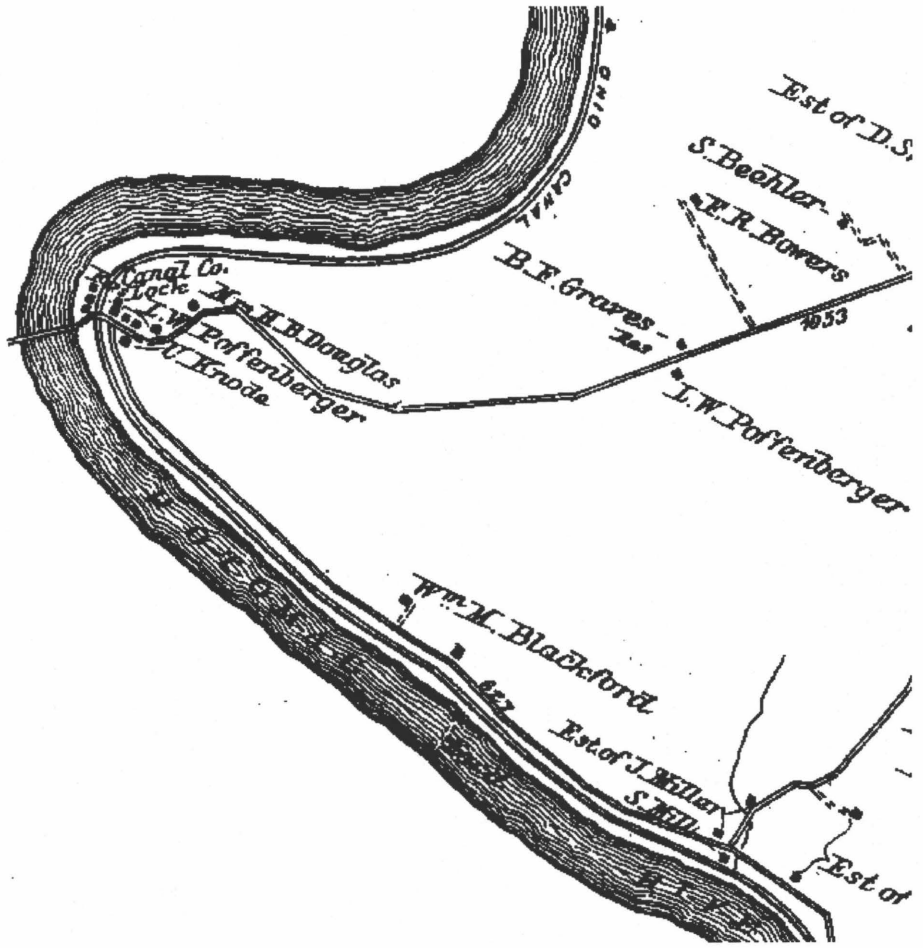
Ferry Hill Component Landscape, 1865-1889
See figure 2.19 for Historic Period Plan, 1865-1889.
An early to mid-1870s historic photograph provides a panoramic view of the Ferry Hill mansion house and surroundings from Shepherdstown (see figure 2.8).

Bridgeport Component Landscape, 1865-1889
The 1877 Washington County Atlas depicts nine buildings, presumably excluding small outbuildings (see figure 2.18). By

[71] Ibid., 1992, p.4; Unrau 1977, Vol. VI Chapter 16: 183-186; Shaffer 1997: 39-42; Hahn 1996: ix.
[72] Danz, 1999, 4-44.

1877 the Knode house was present on the south side of Canal road. The bridge over Lock 38 was rebuilt (after being destroyed by Union troops in 1864), razed in 1866, and rebuilt again in 1884. An 1867 map, "Antietam," figure 2.15b, indicates several buildings in Bridgeport including five on the river side of the canal and three on the land-side of the berm.

Figure 2.18: 1877 Washington County Atlas
(Source: University of Maryland, College Park)



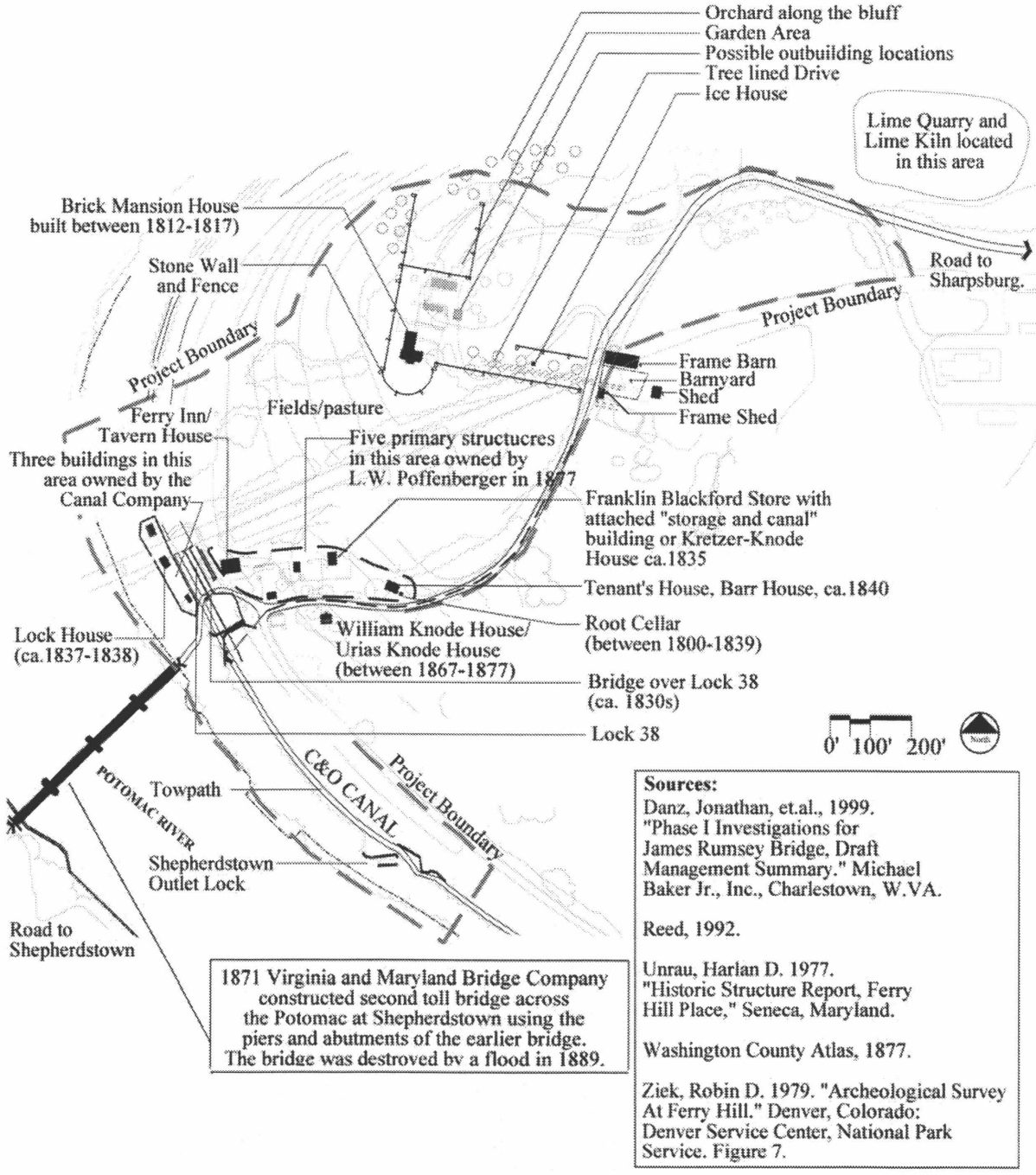


Figure 2.19: Historic Period Plan, 1865-1889
Prepared by QUINN EVANS | ARCHITECTS

1889-1939: Agriculture, Transportation, and the Abandonment of the Canal

Flood of 1889 and End of the C&O Canal Company

In May 1889, the C&O Canal Company was dealt a final blow when the Potomac River flooded to record levels. Repairs of damages incurred from floods during the previous years had caused the company to borrow funds extensively. Soon after the company began to repair damages in 1889, its credit was depleted. The C&O's main creditor and rival, the B&O Railroad, initiated court proceedings and received title to the canal in 1890.[73] In order to avoid a court-order to sell the canal right-of-way to a competing railroad, the B&O repaired and operated the canal as a subsidiary, the "Canal Towage Company," beginning in 1892. The majority of cargo on the canal was coal, mostly mined by the Consolidated Coal Company, another B&O subsidiary. The railroad neglected to make repairs to the canal after 1892 and the canal gradually fell into disrepair.[74]

The flood of 1889 also wiped out the second Shepherdstown Bridge. It was replaced by a third toll bridge in 1890, built by the King Iron Bridge Company of Cleveland, Ohio (see figures 2.21 and 2.22). The 1890s bridge, an iron span, again used the original piers, but was constructed at a higher elevation by the addition of granite tops.[75]

Douglas Family Returns to Ferry Hill

In 1912 Nannie Cowen Douglas Beckenbaugh, sister of Henry Kyd Douglas, returned to Ferry Hill with her son, Captain John Kyd Beckenbaugh, and his family. It is unknown who lived at Ferry Hill for the twenty year span between 1882, when Helen Blackford Douglas died, and 1912, when her daughter returned to the house. The property may have been rented, vacant, or used as a retreat for family members. From 1912 through 1928 Ferry Hill was operated as a family farm by the Beckenbaughs. Captain Beckenbaugh moved his family to Ferry Hill after serving in the war with Mexico. While at Ferry Hill Captain Beckenbaugh served as Superintendent of Antietam Battlefield, which was under the jurisdiction of the Army at the time.

Captain Beckenbaugh's son, John Howard Beckenbaugh, born in August of 1903, moved to Ferry Hill with his family in 1912 at the age of 9. He lived there, excluding the years from 1928 to 1941, until 1948 when he sold the property to Fred Morrison.

[73] Shaffeer 1997: 48-51; Hahn 1996:ix

[74] Danz, Jonathan, et. al. 1999. Initial Phase I Investigations for the Rumsey Bridge, Shepherdstown, WV, Draft Management Summary. Submitted by Michael Baker Jr., Inc., 5088 West Washington Street, 2nd Floor, Charleston, West Virginia, 25313. Prepared for West Virginia Department of Transportation Division of Highways, State Capitol Complex, Building 5, Charleston, West Virginia, 25305, p.4-46.

[75] Ibid., 1999, 2-65.

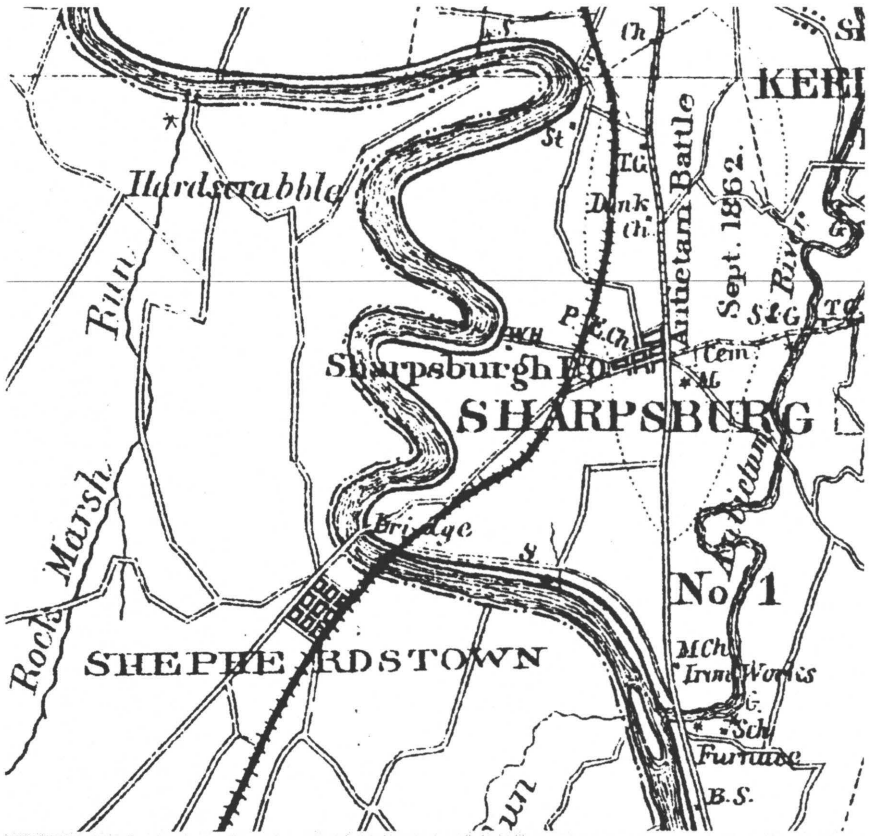


Figure 2.20

1886 Western Maryland, detail

- Shepherdstown Bridge
- Railroad bridge
- Western Maryland Railroad

(Source: "Western Maryland" map by Simon J. Martenet, 1886, located at University of Maryland, College Park)

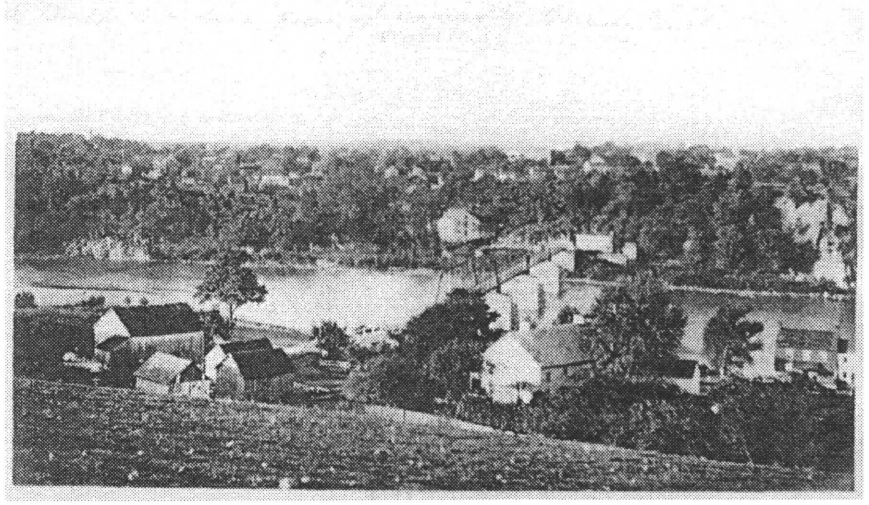


Figure 2.21

View of Bridgeport and Shepherdstown from Ferry Hill, ca. 1904

- Bridgeport in foreground
- Third toll bridge
- Shepherdstown on opposite side of river

(Source: C&O Canal National Historical Park, L38-14)

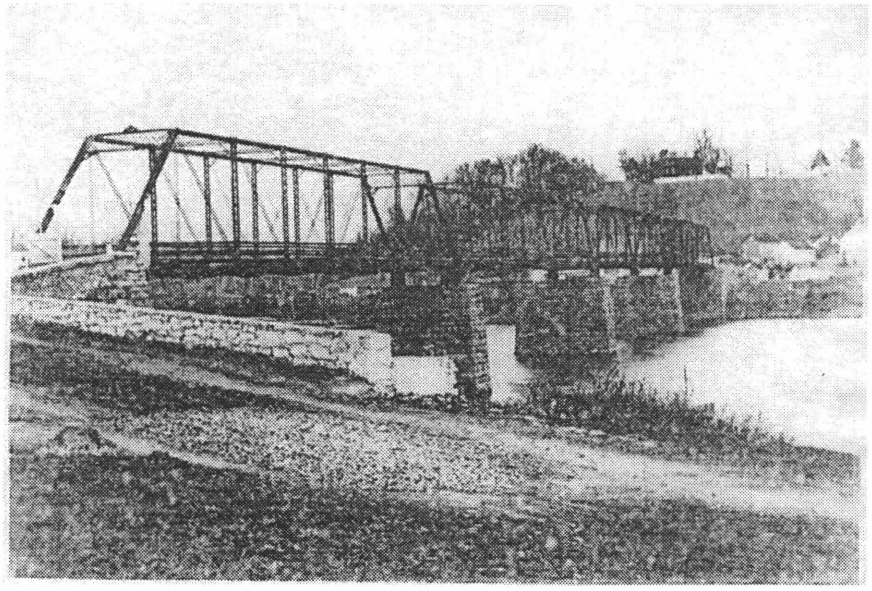


Figure 2.22

Third toll bridge, facing Bridgeport and Ferry Hill, (between 1890 and 1936)

- Shepherdstown riverbank in foreground
- Third toll bridge
- Bridgeport at middle right of frame
- Ferry Hill at top right

(Source: C&O Canal National Historical Park, St-5)

From 1928 until 1941 John Howard Beckenbaugh lived away from his family. His parents remained at Ferry Hill. As part of her archeological study of Ferry Hill conducted in 1979, Robin Ziek interviewed Mr. Beckenbaugh. Her report includes information from these interviews describing the operations and physical conditions of the farm during Mr. Beckenbaugh's residence there. A summary of this information is provided herein.[80]

In 1912 there were three small buildings near the Ferry Hill mansion house. A brick service building was located directly north of the house and a path led to it from the back porch. A privy was sited directly behind the brick building. A wood frame building was used by the family for storage and as a workshop. There was also a chicken coop near the brick building and privy. The barn was across the road along with other outbuildings. The garden was located north of the service building. A fence enclosed the garden and house area, keeping livestock out. The orchard and fields to the west of the house provided pasture for hogs. A driveway led in a straight line from the house to the barn and was lined with maple trees.[81]

The property included a lime quarry and kiln, located along the bluff overlooking the Potomac River. The Beckenbaughs opened the quarry twice during their tenure at Ferry Hill; once to provide material for a wall at Antietam Battlefield, the second time for fieldstone to sheathe the kitchen fireplace. Ziek indicates that the same quarry provided the limestone for the stone wall in front of the house, and the foundations of several buildings on the property.

The Beckenbaughs raised hogs as the main endeavor, and an orchard was maintained along the Potomac River bluff. Small A-frame shelters in the fields and orchards provided shelter and water for the livestock.[82] No photographs of these shelters have been located. Captain Beckenbaugh made a number of updates to the house ca.1920, indicating that the farm was doing well financially. Soon after, the farm began to decline as a result of a cholera epidemic that struck in 1924. The Beckenbaughs lost over 700 hogs to the disease. Although most of the breed sows were inoculated and survived, it was a devastating loss.

[80] Ziek, 22-27, On 14 June 1979 Ziek conducted oral history interviews with John Howard Beckenbaugh. Mr. Beckenbaugh provided detailed information regarding physical conditions at the farm from 1912 through 1948.
[81] Ibid., p.25.
[82] Ibid., p.22-27; Quote from interview with John Howard Beckenbaugh, 14 June 1979.

Floods of 1924

The same year that the Beckenbaughs were struggling with huge livestock losses, the canal was pummeled twice with severe floods. Major floods in March and May 1924 caused substantial damage and ended shipping on the canal (see figure 2.23). The B&O Railroad continued to own the canal after the floods. It made minor repairs and assured government officials that the canal could be placed into service again if needed.

Unable to recuperate from the losses of 1924, active farming ended at Ferry Hill in 1928. John Howard Beckenbaugh moved away, but his parents continued to live in the mansion house.[83]

Flood of 1936

On March 18, 1936, after four days of heavy rain, the Potomac River rose to historic levels at Shepherdstown and surrounding communities. The flooding resulted in the destruction of the third toll bridge that connected Shepherdstown with Bridgeport (see Figure 2.24).[84] Other structures destroyed or damaged during the flood included the lockhouse, lockhouse garage, Ferry House, bridge tollhouse, small wood bridge spanning the canal, and a feed store building. For 3 years following the flood the closest road crossing the Potomac was at Martinsburg, West Virginia. The ferry was reinstated from 1937 to 1939. Ferry approaches with ramps were constructed on both sides of the river. The old road on the Shepherdstown side of the river was rebuilt and a new road was constructed that crossed the canal at the lock in Bridgeport. This operation used a heavy cable to stabilize the ferry against the current of the river while additional cables on drums drew the ferry back and forth across the river.[85]

The Maryland Highway Department decided to replace the bridge at a higher elevation, necessitating extensive changes at Ferry Hill Place and Bridgeport. In 1938 Maryland State Route 34 was realigned in conjunction with the construction of the James Rumsey Bridge. The road was straightened so that its configuration on the Ferry Hill property was dramatically

[83] Ziek, p.22.

[84] Danz, Jonathan, et. al. 1999. Initial Phase I Investigations for the Rumsey Bridge, Shepherdstown, WV, Draft Management Summary. Submitted by Michael Baker Jr., Inc., 5088 West Washington Street, 2nd Floor, Charleston, West Virginia, 25313. Prepared for West Virginia Department of Transportation Division of Highways, State Capitol Complex, Building 5, Charleston, West Virginia, 25305, p.4-53.

[85] Danz, Jonathan, et. al. 1999. Initial Phase I Investigations for the Rumsey Bridge, Shepherdstown, WV, Draft Management Summary. Submitted by Michael Baker Jr., Inc., 5088 West Washington Street, 2nd Floor, Charleston, West Virginia, 25313. Prepared for West Virginia Department of Transportation Division of Highways, State Capitol Complex, Building 5, Charleston, West Virginia, 25305, pp. 4-53-4-54. Danz, et. al. Cite (the Shepherdstown Register, October 8, 1936: 1, April 8, 1937: 1; Historic Shepherdstown Commission 1976: 24, 46).

changed. The new road was built directly over the site of the ice house and the topography of the area was altered (see figure 2.25).[86] Construction of the bridge also necessitated demolition of the original lockhouse, which was well over one hundred years old. A new pier for the new bridge was located on its site. The James Rumsey Bridge was the first non-toll bridge to Shepherdstown. It was constructed 280 feet upstream from the site of the three former bridges.[87]

[86] Ziek, pp. 7, 26.
[87] Danz, Jonathan, et. al. 1999. Initial Phase I Investigations for the Rumsey Bridge, Shepherdstown, WV, Draft Management Summary. Submitted by Michael Baker Jr., Inc., 5088 West Washington Street, 2nd Floor, Charleston, West Virginia, 25313. Prepared for West Virginia Department of Transportation Division of Highways, State Capitol Complex, Building 5, Charleston, West Virginia, 25305, p.4-55.

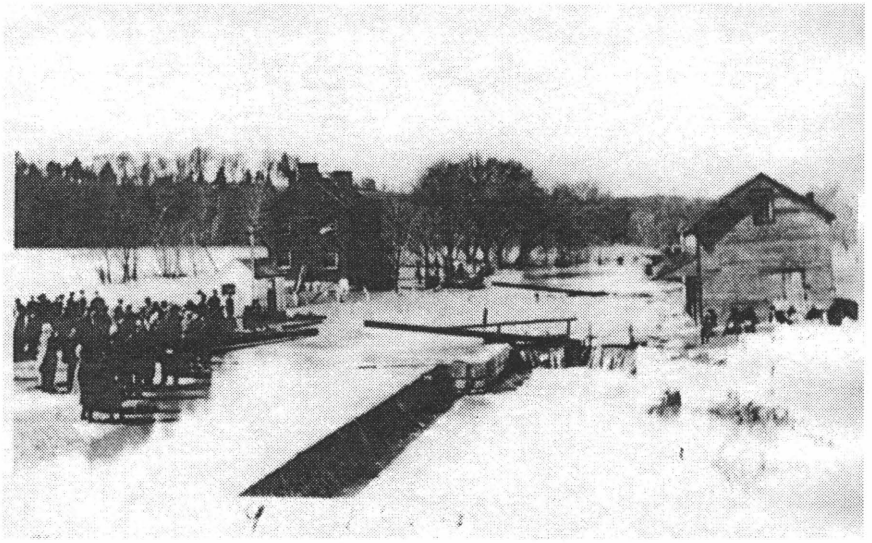


Figure 2.23

Lock 38 during the 1924 flood.

- **Water covers the towpath and the entire area between the lock (foreground) and the Potomac River (to the left of the frame).**
- **The building on the right is referred to as a "store." It is near the Ferry Inn/Tavern House.**
- **The building on the left is the lock keeper's residence.**

(Source: C&O Canal National Historical Park, L38-16)

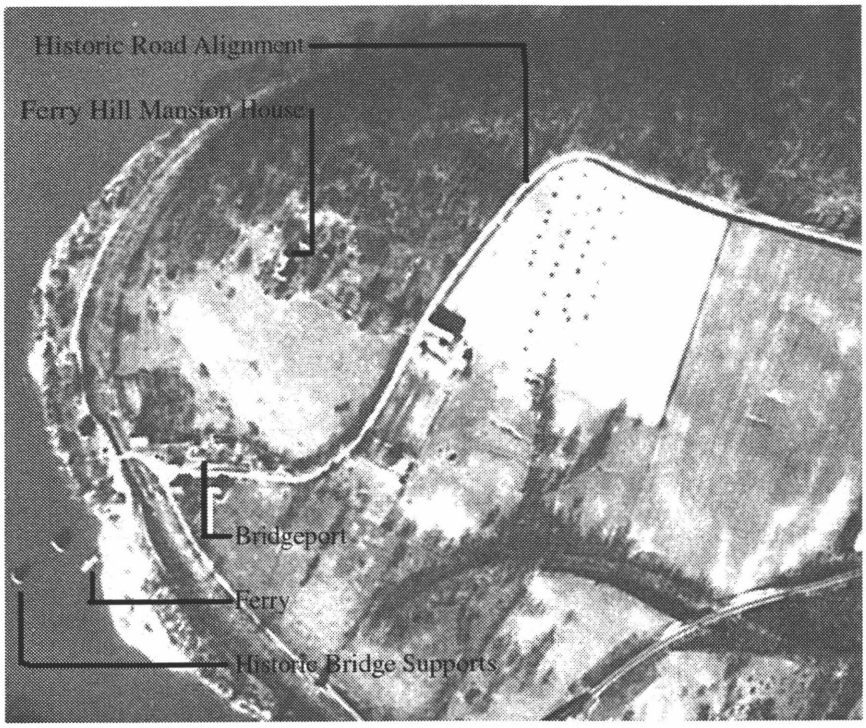


Figure 2.24

Aerial photograph of site, 1937

- The historic bridge piers indicate the former location of the bridge destroyed by the 1936 flood.
- The reestablished Ferry is at the Bridgeport Landing.
- Note the historic road alignment (pre-James Rumsey Bridge construction)

(Source: National Archives)

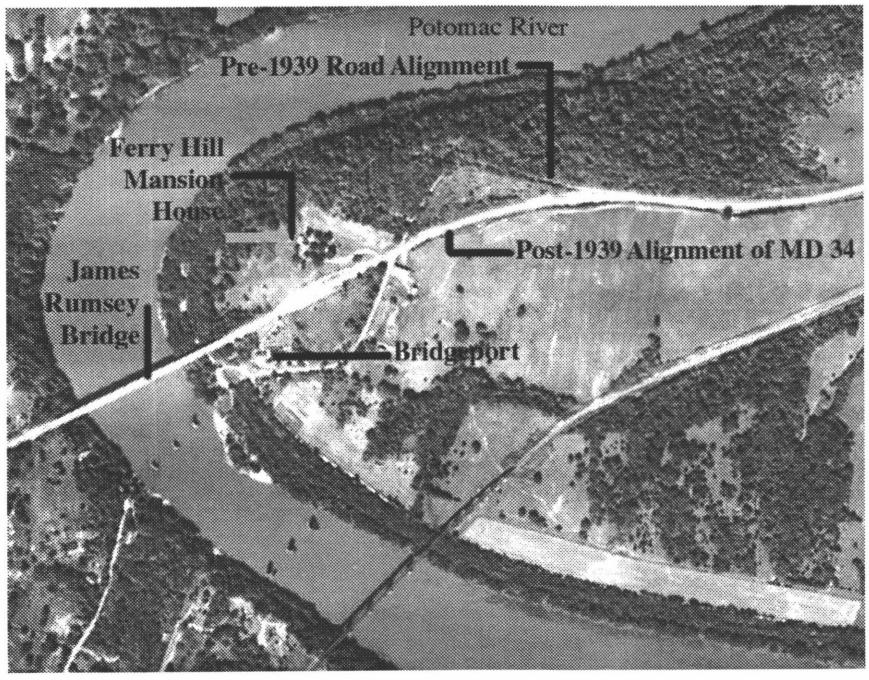


Figure 2.25

Aerial photograph of site, 1952

- Ferry Hill mansion house
- Construction of James Rumsey Bridge and realignment of Maryland Route 34 complete

(Source: National Archives)

Summary of Landscape Characteristics, 1889-1939

Ferry Hill Component Landscape, 1889-1939
Figure 2.26 Historic Period Plan, 1889-1939.

One oral history account indicates that the following buildings and structures were present at the site ca. 1912:

- A brick service building was located to the north of the mansion house. The building was divided into three rooms. The western-most room was used for laundry, the middle room was used for wood storage, and the eastern-most room was used as a smoke house.
- A privy was located beyond the service building.
- A path led from the back porch of the mansion house to the brick service building. The path continued along the western side of the service building to the privy.
- A wood frame building was used for storage and as a workshop.
- The ruins of a building known as the "slave quarters" were located near the garden. The remains of the building were removed in 1912 to enlarge the garden.
- A chicken coop and chicken run were located on the north side of the house.
- A barn and agricultural outbuildings were located across the highway from the mansion house.
- A rectangular garden was located to the north of the mansion house, running to the east toward the road.
- The mansion house and garden area were enclosed by a fence. The materials and style of the fence are unknown.
- The fields and orchard located to the west of the mansion house were used as pasture for the hogs. There were hog shelters (small A-frame structures) scattered through the fields and orchard.
- The driveway between the mansion house and barn was straight and lined with about ten maple trees on either side.
- There was no vehicular access to the front of the mansion house.
- There was a lime quarry and kiln along the bluff located to the north of the house.

In ca. 1920 a number of changes were made to the Ferry Hill mansion house. The side porch was partially enclosed so that people could move from the back portion of the house to the front without having to go outside. The other changes made involved

alterations to the interior of the house.[88] Active farming ended at Ferry Hill in 1928.

In 1938 the Federal government purchased the C&O Canal from the B&O Railroad Company, as part of the National Industrial Recovery Act of 1933. The government planned to have the National Park Service manage the land. The purchase acknowledged the canal's historic and recreational value.[89]

Bridgeport Component Landscape, 1889-1939
The 1889 flood caused extensive damage to Bridgeport, including the destruction of the second Shepherdstown Bridge over the Potomac River. The bridge was replaced in 1890. Another major flood occurred in 1924 causing further damage to Bridgeport properties.

Bridgeport suffered major damage again with the flood of 1936. The lockhouse was heavily damaged by water that was close to the top of the second-floor windows. The Ferry House and tollhouse were also damaged. The small wood bridge spanning the former C&O Canal was destroyed as were a wood frame feed store building, a wood frame kitchen addition to the lockhouse, and the lockhouse garage. From 1937 until the James Rumsey Bridge opened in 1939, ferry service across the Potomac River was reinstated at Bridgeport.

In 1939, the James Rumsey Bridge and realigned Maryland Route 34 were opened. Construction of the bridge and road impacted both Ferry Hill and Bridgeport. In Bridgeport the lockhouse was removed and the bridge was built above the village. The bridge abutments and grading changed the character of Bridgeport. The visual and circulation relationships between Bridgeport and Ferry Hill were severed. Finally, Bridgeport's association with the major local crossing of the Potomac River was eliminated.

[88] Ziek, p.23.
[89] Danz, Jonathan, et. al. 1999. Initial Phase I Investigations for the Rumsey Bridge, Shepherdstown, WV, Draft Management Summary. Submitted by Michael Baker Jr., Inc., 5088 West Washington Street, 2nd Floor, Charleston, West Virginia, 25313. Prepared for West Virginia Department of Transportation Division of Highways, State Capitol Complex, Building 5, Charleston, West Virginia, 25305, p.4-57.

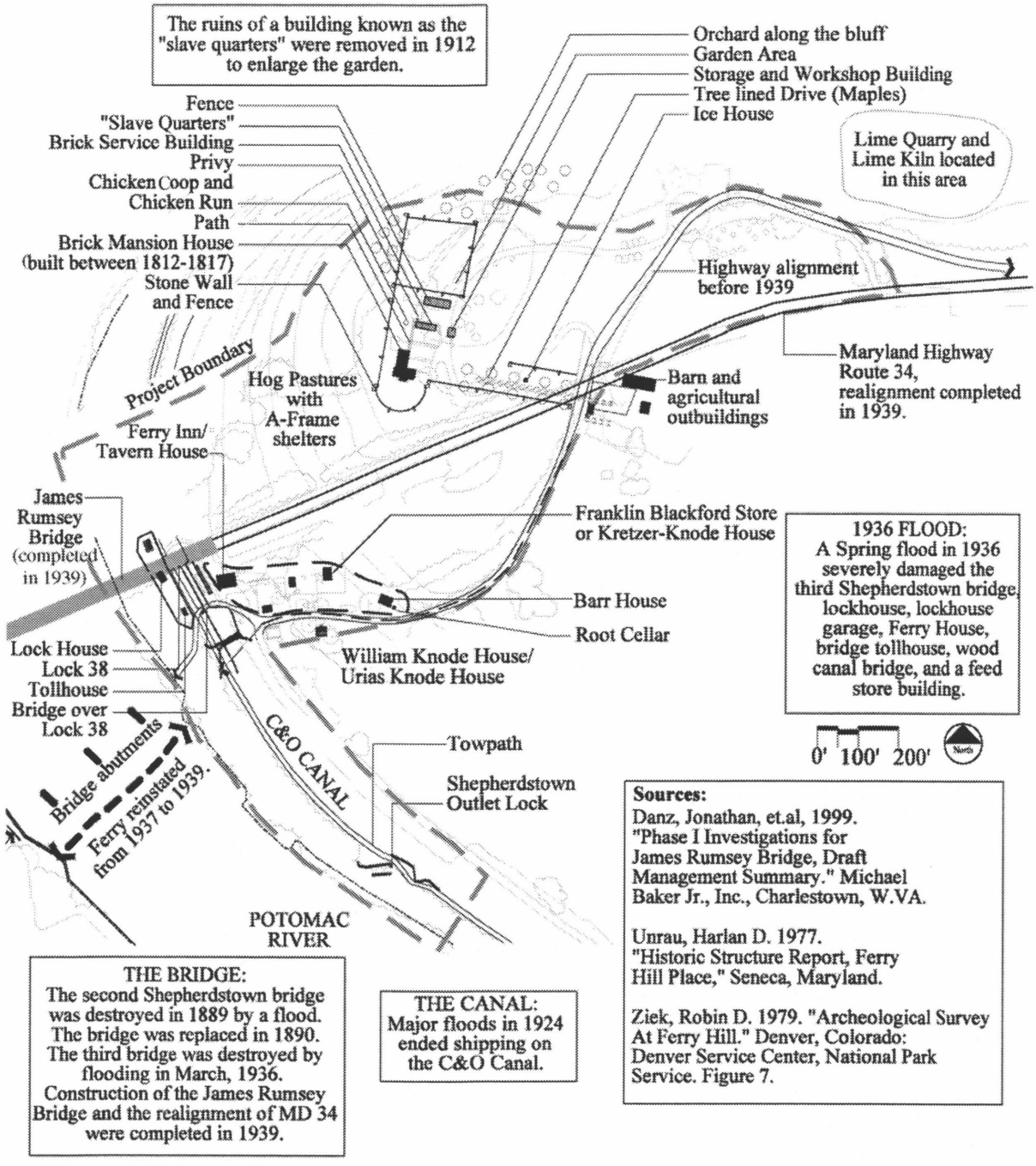


Figure 2.26: Historic Period Plan, 1889-1939
Prepared by QUINN EVANS | ARCHITECTS

1939-1979: Beckenbaugh/Morrison Restaurant

The completion of the James Rumsey Bridge in 1939 resulted in a significantly changed landscape at Ferry Hill and Bridgeport.

John Howard Beckenbaugh returned to Ferry Hill after his father's death in 1941, and his wife and mother began running a restaurant in the mansion house. The house was renovated to provide space for the restaurant, and a kitchen and bathroom were added.[88] The restaurant opened in 1941. Between 1941 and 1948 the Beckenbaughs focused on the restaurant and little or no changes were made to the landscape.

Flooding during World War II further damaged the canal. Portions were restored, with emphasis placed on the southernmost locks and lockhouses (nearest to Georgetown). The National Park Service opposed a proposal to dam the Potomac River and supported one to establish a parkway along part of the canal. A citizen group (including Supreme Court Justice William O. Douglas) opposed both dams and the parkway during the 1950s.

The year 1948 marked the end of 147 years during which relatives of Thomas Swearingen were associated with Ferry Hill. In that year, Howard Beckenbaugh sold Ferry Hill to Fred Morrison, who had worked in the restaurant. Mr. Morrison made extensive changes to the property during the next twenty-five years. Morrison enlarged the restaurant, building a second addition onto the northwest corner of house. He also made other changes to the interior of the structure. In addition, exterior changes were made. The original front porch was removed and replaced with a larger pseudo-Greek portico. The brick service building and frame building were removed. A brick garage and a small cottage were constructed north of the mansion house. Morrison developed and leased two trailer sites on the northern portion of the property. A second three-bay garage building was constructed near the trailer sites. Two wells and a trench connecting them were dug - one about 120 feet east of the mansion house and the other near a trailer site.[89]

The topography of the property was also altered by grading for a new road, connecting the building complex. The grading was most extensive in front of the trailer where the original Route 34 had run, and at the entrance to the property. A ravine located to the south of Route 34 was filled with dirt remaining from the 1939 construction of that road, creating the present topography. A new driveway and parking lot were constructed to provide access for

[88] Ziek, p. 24.
[89] Ziek, pp. 8, 29.

restaurant patrons. Portions of the old Route 34 were incorporated into the driveway which extended around the property in a loop. The driveway was flanked by brick entry walls. Morrison removed the garden and replaced it with an extensive lawn. The area between the garage and cottage was planted with roses, shrubs, and trees. The historic orchard along the edge of the bluff was removed.[90]

The Chesapeake and Ohio Canal National Historical Park was established in 1971. On 9 October 1972, an inventory of the Ferry Hill property (Tract #31-108) was undertaken by the C&O Canal appraiser. There were four buildings on the property including: the Ferry Hill mansion house, the 3-bay garage and apartment building, a one-story rented dwelling (later used by the National Park Service for the library), and another three-car garage located near a mobile home site (later this area was used by the National Park Service for the flood recovery buildings).

In 1974, the Ferry Hill property was sold to the National Park Service. The Morrisons remained at Ferry Hill until 1979.

Summary of Landscape Characteristics, 1939-1979

Ferry Hill Component Landscape, 1939-1979
Figure 2.27, Historic Period Plan, 1939-1979 illustrates the elements known to be present at the site during this phase.

- The realignment of the highway and construction of the James Rumsey Bridge were completed in 1939.
- The Ferry Hill Mansion house was renovated in 1941 to provide space for a kitchen and bathroom for the restaurant.
- Sometime after 1948, a second addition was constructed on the northwest corner of the house.
- Sometime after 1948, the original front porch of the house was replaced with a larger pseudo-Greek portico.
- The brick service building was removed (after 1948).
- The frame building was removed (after 1948).
- A two-storey, brick, three-bay, garage was constructed.
- A cottage was constructed.
- Two trailer sites were developed on the northern portion of the property.
- A (second) three-bay garage was constructed near the trailer sites.
- Two wells were dug, as well as a trench that connected them.

[90] Ziek, pp.8; 29-30.

- A new driveway was constructed through the property, connecting all of the developed areas.
- The topography at the site was altered during construction of the new driveway.
- Brick entry walls were constructed at the entrance to the driveway from Route 34.
- The garden was removed and replaced with an extensive lawn.
- The area between the garage and cottage was planted with roses, shrubs, and trees.
- The orchard along the bluff was removed.

(Note: The main source of information for the above list is an oral history interview with Fred Morrison conducted by Robin Ziek in 1979.)

Bridgeport Component Landscape, 1939-1979

The realignment of the highway and construction of the James Rumsey Bridge were completed in 1939, dramatically impacting the landscape at Bridgeport. Flooding during World War II further damaged the canal. Only the portions nearest to Georgetown were repaired.

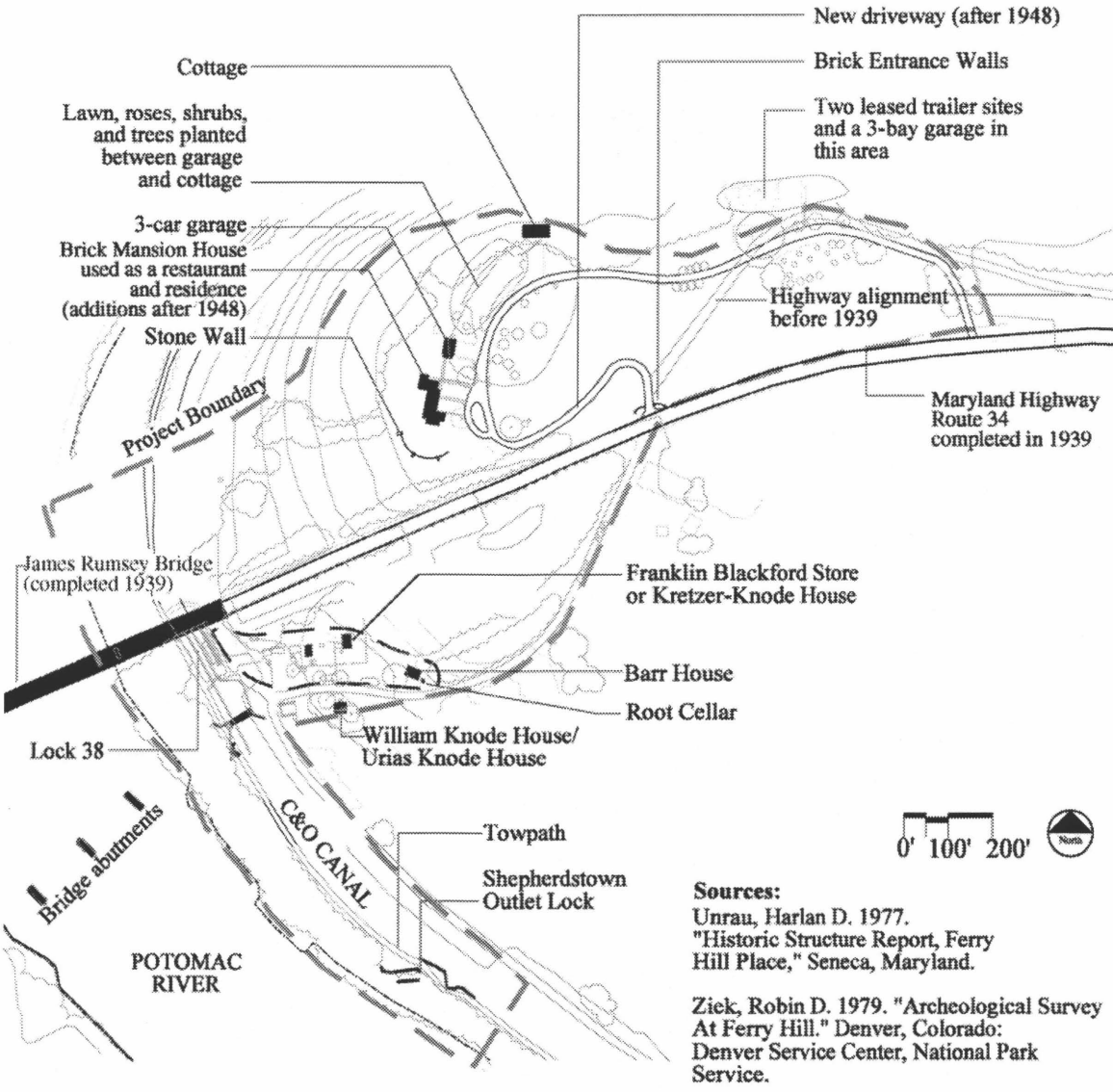


Figure 2.27: Historic Period Plan, 1939-1979
Prepared by QUINN EVANS | ARCHITECTS

1979-2003: C&O Canal National Historical Park

Although the National Park Service purchased the Ferry Hill property in 1974, the Morrison family remained at the site until 1979. From ca.1974 to ca. 1980, the park administrative staff was housed in several trailers at the location of the "flood building." When the Ferry Hill mansion house became available for occupancy by park staff, some of the trailers remained for a few years to house the Young Adult Conservation Corps (YACC). A concrete block building (CMU) with a concrete pad was constructed to house the park's artifact collection. That building was dismantled and a "Butler" style metal building was placed on the concrete pad. However, this building was unsuitable for the museum collection and was removed. The concrete pad remained. In ca. 1997, the three bay modular building, known as the Flood Building, was placed on site. Ca. 1998 a single bay trailer was placed on the concrete pad. This trailer housed the law enforcement division through 2002.

In 1980 Ferry Hill was established as the headquarters for the C&O Canal National Historical Park.[91] During the past thirty years the National Park Service has made relatively few changes to the landscape at Ferry Hill. As described, temporary buildings were constructed to house NPS employees to oversee the repair and stabilization of the canal and its associated structures after it was damaged by two major floods in 1996.

In 2002, the headquarters for the C&O Canal National Historical Park was moved from Ferry Hill to Hagerstown, Maryland. The cottage and flood building were demolished and removed from the site. Planning is underway for future public use of Ferry Hill and Bridgeport.

Planning is also underway for the replacement of the James Rumsey Bridge. This project will involve replacing the bridge with a new, wider, and higher bridge. The new bridge will include a bike/pedestrian lane that will connect to an overlook and pedestrian/bike route that will extend down to the towpath. The highway will require some adjustments for this project; these will have a direct impact on the Ferry Hill and Bridgeport landscapes. Chapter 5 includes a summary of the proposed changes, and their projected impacts.

[91] Danz, Jonathan, et. al. 1999. Initial Phase I Investigations for the Rumsey Bridge, Shepherdstown, WV, Draft Management Summary. Submitted by Michael Baker Jr., Inc., 5088 West Washington Street, 2nd Floor, Charleston, West Virginia, 25313. Prepared for West Virginia Department of Transportation Division of Highways, State Capitol Complex, Building 5, Charleston, West Virginia, 25305, p.4-57.

Summary of Landscape Characteristics, 1979-2003

Figure 3.1, Existing Conditions Plan, illustrates the elements present at the site currently.

Ferry Hill Component Landscape, 1979-2003

- The Flood Building was vacated by park staff in 2002. In 2003, the West Virginia Department of Highways moved into the structure and it is currently serving as field offices for the Rumsey Bridge project.
- The Rumsey Bridge project began construction in the summer of 2003 and will conclude by 2005. Upon completion of the bridge, the Flood Building will be removed from park property.
- The concrete pad for the CMU/Butler building was removed by park staff in 2002.
- Temporary building constructed in 1996, demolished in 2002.
- Paved parking areas constructed.
- Plants added along the driveway.
- Flagpole installed.
- Plants added on the west side of the mansion house.

Bridgeport Component Landscape, 1979-2003

- Small parking area constructed.
- Ferry Inn sign installed.
- Wood pedestrian bridge built over Lock 38.
- Portable toilet placed in parking area.

PART I:
CHAPTER 2 SITE HISTORY

Chapter 3:
Existing Conditions

Overview

A site survey was undertaken in October 2000 to record the existing conditions of the landscape and buildings at Ferry Hill. An existing conditions plan is included as figure 3.1.

As described in Chapter 1, the property has been divided into two component landscapes for organizational purposes (see figure 3.2). The component landscapes are subdivided into several character areas (see figure 3.3).

The Ferry Hill Component Landscape includes the historic resources located on the upper plateau of the site. Major features are the Ferry Hill mansion house, stone wall, and vegetation in the area near the house. This component landscape is made up of four character areas including:

- A) House and Yard – the area most closely associated with the mansion house, including the stone retaining wall and sites of the former outbuildings and garden.
- B) Wooded Hillside – the steep slope between the high plateau and the Potomac River.
- C) Open Area – the open space within the view of the mansion house that was historically cultivated or orchard.

The Bridgeport Component Landscape is made up of resources related to the small community of Bridgeport, the canal, and the historic bridges. Character areas include:

- D) Non-contributing – Maryland Route 34 and the James Rumsey Bridge.
- E) Village of Bridgeport - the structures, landscape features, and archeological resources clustered along the road at the base of the hill.
- F) Canal – the structures, towpath, landscape features, and archaeological resources associated with the C&O Canal.
- G) Wooded Hillside – the densely vegetated and sloped area between the Village and Maryland Route 34.
- H) Ferry Landing Site and Historic Bridge Piers – the site where the ferry was located and structures in the Potomac River.
- J) Open Area – the mix of sloped/level, open/wooded land that displays a rural character. Although this area is outside of the study boundary, a change in its character could greatly impact the Ferry Hill and Bridgeport component landscapes.

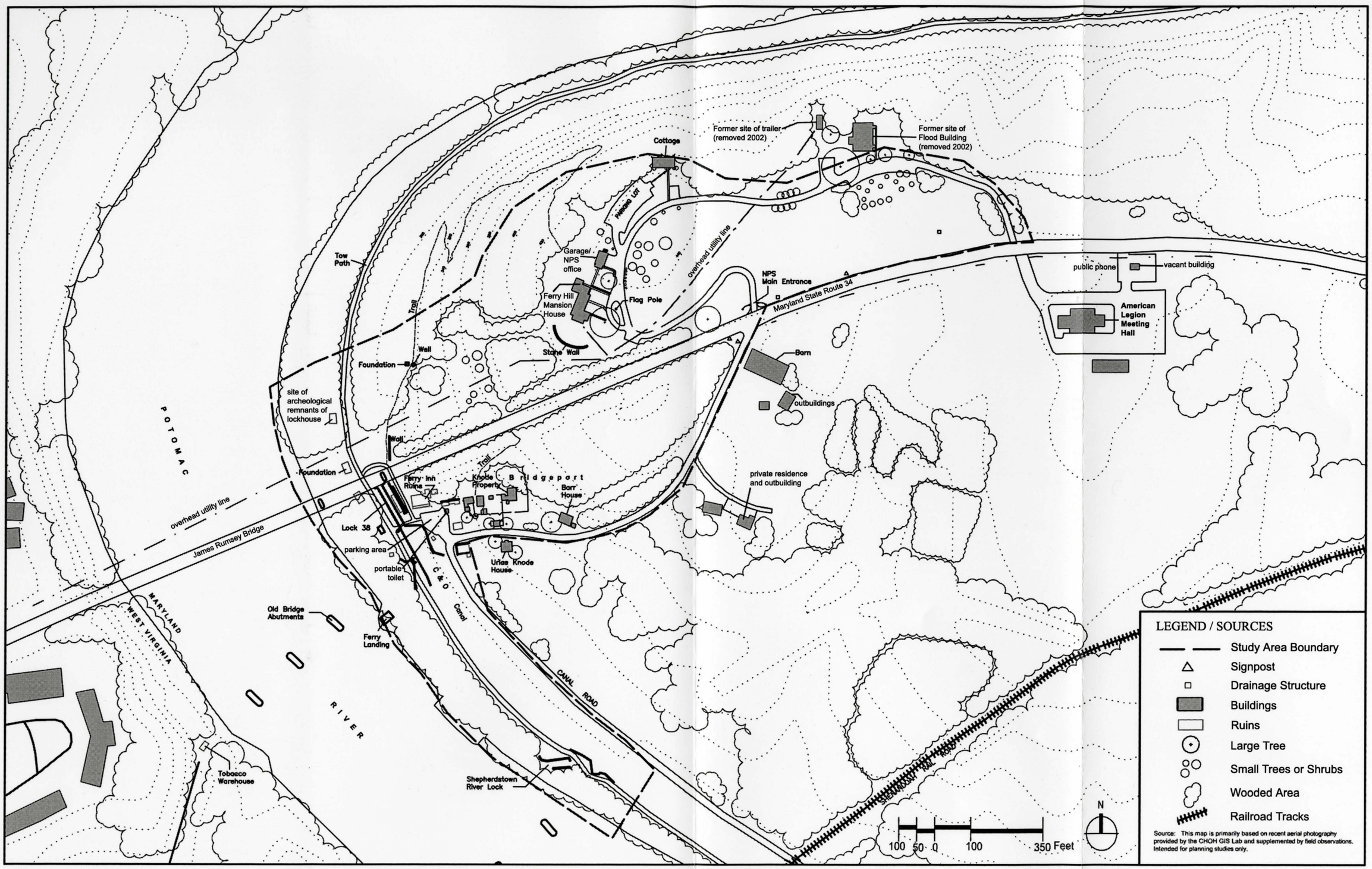


FIGURE 3.1 : EXISTING CONDITION PLAN **Prepared by EDAW, Inc.**

FIGURE 3.2: COMPONENT LANDSCAPES

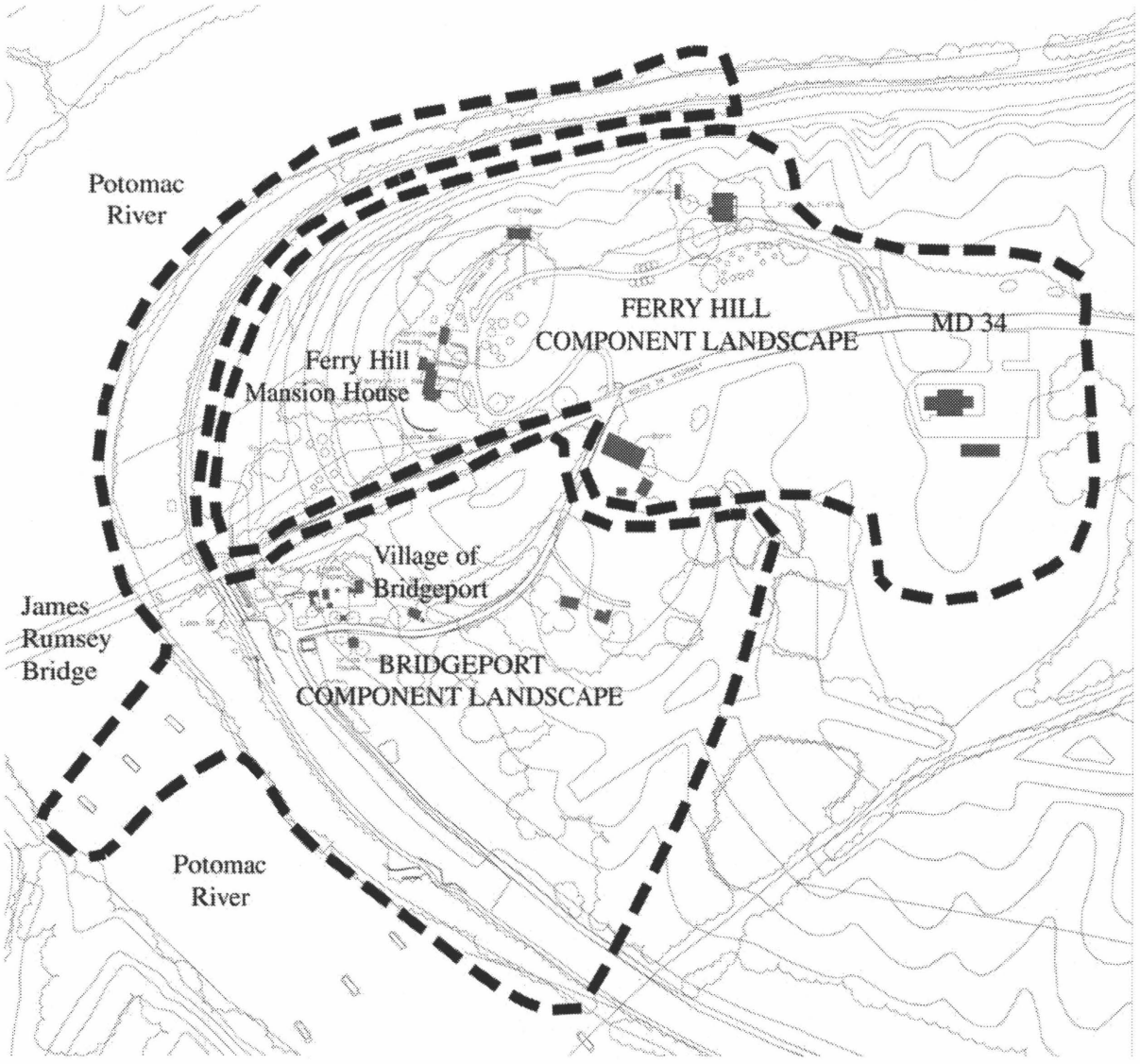
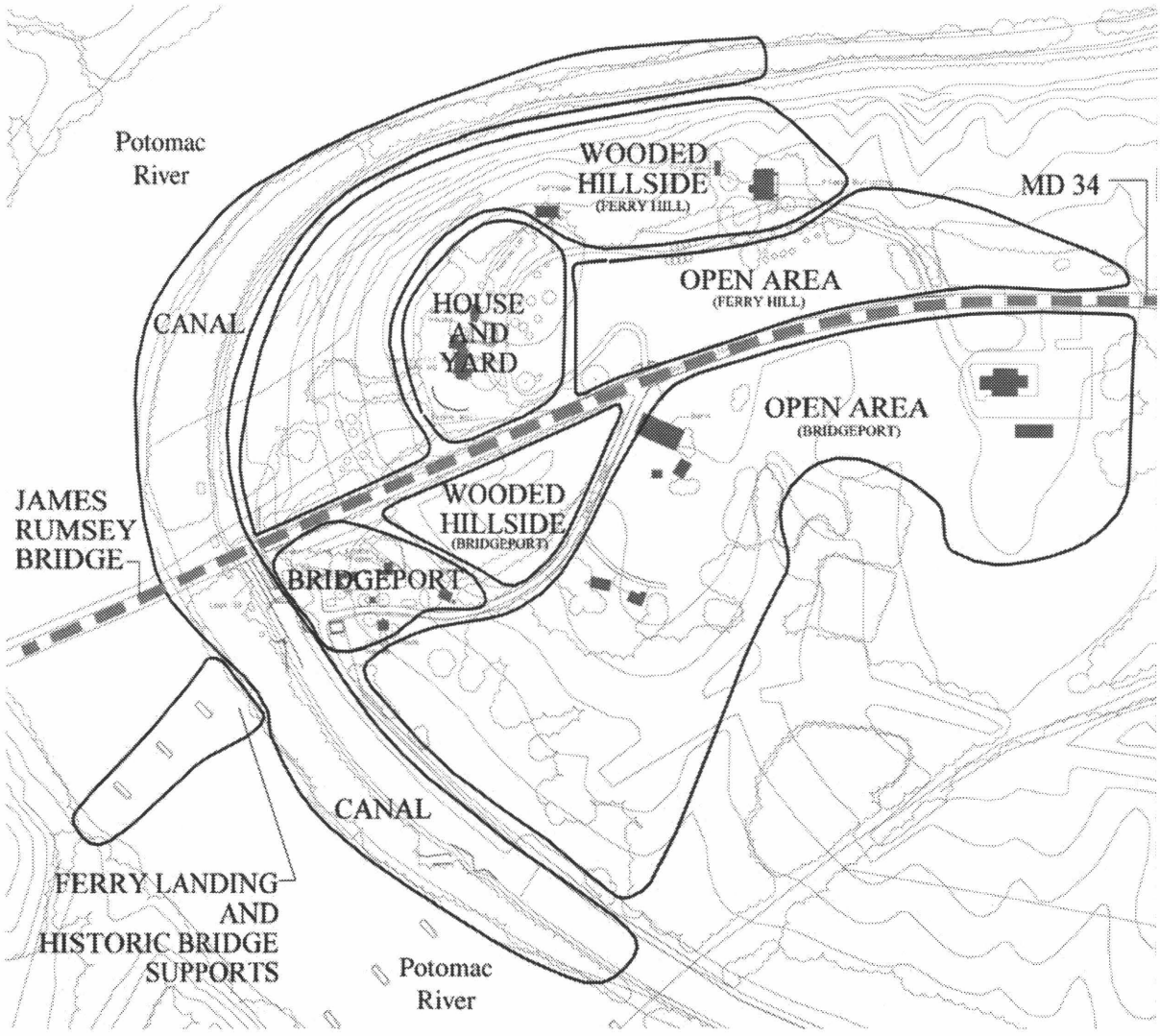


FIGURE 3.3: LANDSCAPE CHARACTER AREAS



Environmental Context and Setting

Overall Environmental Context and Setting

Ferry Hill is located within a bend of the Potomac River at Milepost 72.8 of the Chesapeake and Ohio (C & O) Canal. The Potomac River is nearly 400 miles long. Its watershed is the fourth largest on the East Coast and drains into the Chesapeake Bay. The site is located in the Atlantic Piedmont and close to the ridge-and-valley section of the Appalachian mountains and the Allegheny Plateau.

Ferry Hill, the C&O Canal, and the surrounding areas attract thousands of visitors a year. Civil War enthusiasts flock to Harpers Ferry, Antietam Battlefield, and Shepherdstown, West Virginia. Canoeists, boaters, anglers, hikers, and cyclists enjoy the canal and its associated towpaths.

Ferry Hill Environmental Context and Setting

The Ferry Hill component landscape is an historic site with an overlay of contemporary elements including brick walls and iron gates, asphalt-paved curving driveways, an expanse of well-tended lawn with a few shade trees, parking lots, trailers, and plants used to screen parked cars. The small cluster of buildings at the Ferry Hill site is visible at the crest of the low turf-covered ridge. Just beyond the woodland edge are the forested slopes that drop down to the canal. The property no longer includes cultivated fields or other agricultural use; but views of nearby agricultural operations contribute to its rural/agricultural character.

Bridgeport Environmental Context and Setting

The Bridgeport component landscape consists of the remnants of a small village comprised of historic buildings, and landscape elements loosely arranged at the base of the hill adjacent to the canal and river. Historic elements in Bridgeport include occupied houses, remnants of buildings, foundations, fences, gates, paved sidewalks, and stone retaining walls. The area also includes an informal parking area that is a hub of activity and filled to capacity with 30 to 40 vehicles on weekends. A portable toilet is located adjacent to the parking area. The village is tucked below the wooded hillside and the James Rumsey Bridge and overlooks the canal, towpath, and the Potomac River. The James Rumsey Bridge hovers above the site, creating an enclosed feeling and blocking views toward the Ferry Hill mansion house.

Existing Vegetation

Existing vegetation throughout the study area can be grouped into three broad categories including: ornamental plant materials (including mown grass), floodplain forest, and wooded hillside (figure 3.4). A sample list of plants found in each category is provided below. The agricultural fields illustrated are located in the open field character area for the Ferry Hill component landscape. This area is not owned by the National Park Service.

Legend: Existing Vegetation

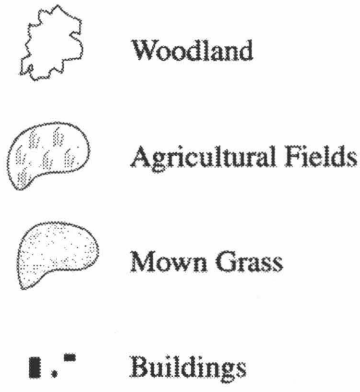
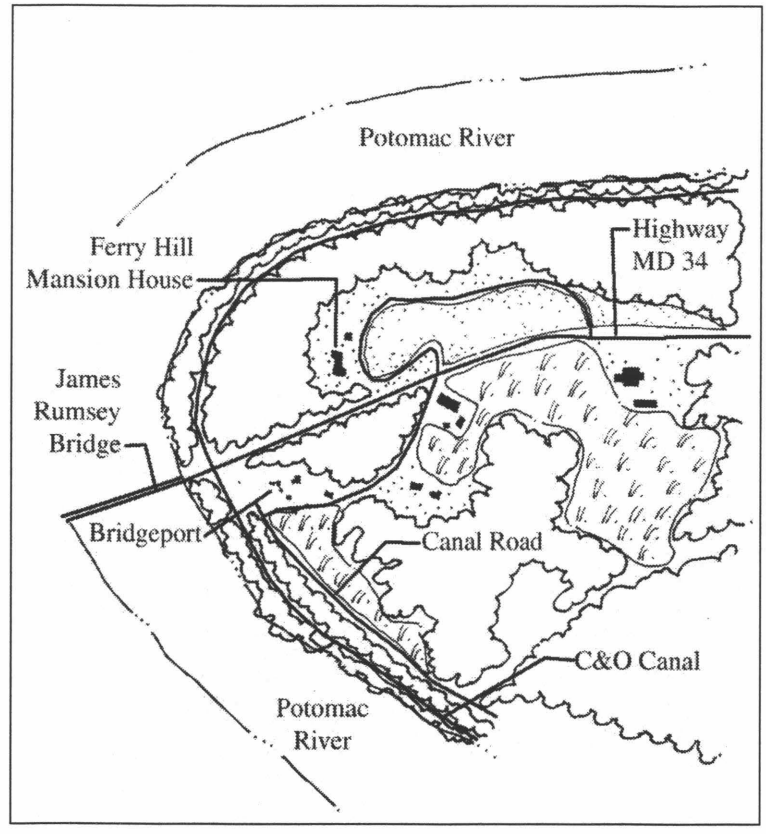


Figure 3.4: Existing Vegetation



Wooded Hillside

Acer saccharum – sugar maple
Acer sp. – maples
Quercus sp. – oaks
Fagus grandifolia – American beech
Cornus sp. – dogwoods
Carya sp. – hickories

Floodplain Forest

Acer saccharinum – silver maple
Acer sp. – maples
Robinia pseudoacacia – black locust
Ulmus sp. – elm
Platanus occidentalis - sycamore
Ferns – (Genus/species unidentified)
Moss – (Genus/species unidentified)
Lichen – (Genus/species unidentified)
Dodecatheon sp. - Shooting star
Impatiens pallida - yellow jewelweed
One-flowered cancer root (Genus/species unidentified)
Hydrangea arborescens – wild hydrangea
Arisaema triphyllum - Jack-in-the-pulpit
Geum canadense – white avens
Polymnia Canadensis - small-flowered leaf cup
Mitella diphylla - miterwort
Polygonatum sp. - false solomon's seal
Galium x sp. - bedstraw
Miami mist (Genus/species unidentified)

Ornamental Plant Materials

Poa pratensis – Kentucky bluegrass, lawn, grass
Juniperus virginiana – Eastern red cedar
Pinus strobus – white pine
Quercus alba – white oak
Taxus sp. - yew
Juniperus sp. – junipers and cedar
Berberis sp. – barberry
Quercus sp. - oaks

Ferry Hill Vegetation

To the west (front) of the mansion house lies a mown lawn, and past that an unmown meadow. The meadow is scattered with young woody seedlings and saplings. On the hillside to the north, the denser woodland shelters the farm from northerly winds and limits upriver views. Immediately around the house there are shade trees and ornamental shrubs. There is a small grouping of mature *Juniperus virginiana* (Eastern red cedar) near the driveway to the east of the house.

A large area of mown lawn extends from the mansion house to the eastern boundary of the site. The area includes scattered deciduous and evergreen trees and shrubs, mostly located along the edges of the park driveway. A cluster of trees partly obscures a rock outcropping. Rows of mature *Pinus strobus* (white pine) flank the secondary entrance road before it curves to the west. A large specimen *Quercus alba* (white oak), approximately 150 years old, is located on the north

side of the entrance driveway near the site of the former flood building. A parking area and driveway within the drip-line of the tree may be impacting the overall health of the plant.

The Maryland Department of Natural Resources has identified a significant natural area that is located within the Ferry Hill project site. The area contains ten plants that are considered rare in the state. Two are "State Endangered," four are "State Threatened," and four are "Watchlist" species. The locations of these plants are classified, in order to protect them from potential impacts.

Bridgeport Vegetation
Near Bridgeport, dense woody vegetation covers the hillside west of Canal Road. Mature trees are located near many of the village structures, while aggressive species have encroached on many of the structural ruins. The canal and Potomac River floodplain are composed of woody vegetation including, *Acer saccharinum (*silver maple), *Acer sp.* (other maples), *Robinia pseudoacacia* (locust), *Ulmus sp.* (elm), and *Platanus occidentalis* (sycamore). In addition, numerous herbaceous species are present in the undergrowth. These include both native and non-native plants.

Existing Views

Ferry Hill Views
Ferry Hill is notable for its expansive views from the house and yard to the surrounding landscape, river valley, and Shepherdstown. Likewise, there is a succession of views from off site locations to the mansion house, particularly from Route 34 (figure 3.6) and from Shepherdstown. Encroaching vegetation and the 1930s construction of Route 34 and the James Rumsey Bridge have obscured some historic views. In the State of Maryland's Antietam National Battlefield's "Viewshed and Approach Protection" plan of 1997, lands adjacent to Ferry Hill and the C&O Canal are identified as possible scenic easement properties.

The hillside site of Ferry Hill takes advantage of spectacular views. The dominant viewshed from the house and yard character area is westward across the Potomac River to Shepherdstown, West Virginia. From Ferry Hill, the church spires in Shepherdstown can be viewed. The James Rumsey Bridge can be seen from the house and yard area. Looking eastward from the house, the view is of the gently rolling open area, framed by the wooded hillside to the west and Maryland Route 34 and agricultural fields to the east.

Bridgeport Views
The Bridgeport and canal character areas offer views to the James Rumsey Bridge, and limited views of the Potomac River. Heavy

vegetation in many sections obscures views to the River. In the southern part of the canal area, the towpath provides numerous views to and across the river, including one to the 75-foot-high granite column on the West Virginia side of the Potomac, which stands as a monument to James Rumsey. The towpath also has a view to the remaining five piers of the old Shenandoah Valley Railroad bridge.

Existing Topography

Overall Site

The northern, western, and southern parts of the project area are characterized by the steep slopes that rise from the floodplain of the Potomac River toward the uplands to the east and north. The floodplain area is relatively low and level. Generally, the land slopes up from the edge of the river to the towpath, which has a flat cross-section. The canal grade slopes down and back up again on the berm side (canal depth in the area is about ten feet). The grade on the berm side slopes gently toward the east or north (distances vary) then rises steeply.

The change in grade is approximately one hundred and fifty feet from the highest point to the lowest point within the project boundaries. The wooded hillside character area features limestone slopes that flank the river. There are numerous rock outcroppings visible in the cliff area along the northern, western, and southern parts of the site.

Existing Land Use

Ferry Hill Component Landscape:

This site serves as a ranger station and weekend visitor contact station for the C&O Canal National Historical Park. Limited recreational use occurs in the form of parking and hiking on a trail that leads from the mansion house to the towpath. Maryland Route 34 cuts through the historic property, connecting to the James Rumsey Bridge to provide a vehicular route between Maryland and West Virginia. There is no formal access into the mansion house for visitors.

Bridgeport Component Landscape:

In Bridgeport two residences are occupied. The other buildings are vacant and serve as "discovery sites" for park visitors. The canal towpath provides a regional hiking/biking trail and the parking lot in Bridgeport is also used by visitors. A portable toilet serves as the only site facility for visitors.

Existing Spatial Organization

Ferry Hill Component Landscape:

The Ferry Hill mansion house is the main organizing element and focal point of the Ferry Hill component landscape. This historic building helps to organize the house and yard area. In addition, the curved stone wall and terrace located in the front of the building provide hints of the formal landscape once associated with the

property. Alterations to the back of the mansion house, and the landscape to the northeast of the mansion house, have greatly changed the character of the site. The addition of the garage, cottage, temporary buildings, asphalt driveway, parking lots, and plants, as well as changes to the topography of the site, and the removal of historic outbuildings, fences, and management practices, have resulted in a landscape that has changed considerably since the period of significance.

Bridgeport Component Landscape:
The village is made up of a cluster of extant structures and landscape features nestled into the constructed hillside and along the road. The canal and towpath continue to define the riverside edge of the village. The arrangement of buildings, foundations, sidewalks, walls, fences, and gates in Bridgeport help to convey the historic character of the community.

Existing Circulation

Ferry Hill Circulation
The dominant vehicular circulation feature of the Ferry Hill component landscape is Maryland Route 34 (the Shepherdstown Pike). Route 34 traverses the site along an east/west axis (figures 3.6 and 3.16). Most of the auxiliary roads, drives, and paths on the site intersect with Route 34. The main driveway to Ferry Hill is entered from Route 34. This driveway is flanked by an ornamental gateway of brick walls and black-painted metal gates (circa 1976) (figure 3.22). A sign with a National Park Service logo identifies the site as a unit of the NPS. The driveway runs north through the site, bypassing both the house and yard area and the open area. The primary entrance driveway runs from Route 34 to the house. It is paved with asphalt and 20'9" wide. The road continues from the house through the open area to the former trailer complex, winding its way past two parking lots and auxiliary buildings (figure 3.23). This portion of the route is composed of loose aggregate. The road then leads from the former trailer complex to the secondary entrance on Route 34 opposite the American Legion driveway.

Traces of the historic road are evident in the open area between the park road and MD 34. The earlier road followed the second and third segments of the driveway then turned south on axis with Canal Road (figure 3.24). Historic maps and photographs also indicate that a farm road connected the barn on Canal Road to Ferry Hill; however, no remnant pavement sections are visible today. This house-to-barn connection was interrupted by the construction of Route 34, however; no significant remnants of the earlier road were observed in the heavily wooded area near the juncture of Route 34 and Canal Road.

Bridgeport Circulation

Before Route 34 leads across the Rumsey Bridge, Canal Road forks off to the south from Route 34, near where the entrance drive to Ferry Hill runs north, then makes a steep descent to the Village of Bridgeport and the C&O Canal. Toward the top of Canal Road in the open area, a driveway leads to two brick ranch-style houses; at the bottom of the hill in the village character area, the road bends sharply to the west and parallels the canal.

The C&O Canal towpath provides a twelve-foot-wide regional and local trail for hikers and bikers. A nature trail winds northward along the canal's towpath, up the wooded hillside, and to the house and yard area. This trail was designed and constructed by the Youth Conservation Corps in 1980.

To the south of the James Rumsey Bridge, the canal and Lock 38 are extant. A small wooden bridge provides a canal crossing for bicyclists and hikers.

Existing Buildings and Structures

The list and building data provide a baseline of information regarding buildings and structures that are now present on the site. The list is split between Ferry Hill and Bridgeport. This list provides current and historic names, List of Classified Structure (LCS) numbers, and other data about current conditions.

Buildings – Ferry Hill

Ferry Hill Mansion House

Structure Number: LCS 011789; Park 073.02 (Tract 13-103)
Dimensions: 23' x 54'; 2-story, 5-bay with 2-story front portico. 2-story gable-roofed brick addition with 2-story frame porch attached to river/north side of house. 1-story frame addition extends from gabled end; has horizontal siding and asphalt-shingled gabled roof. 1-story CMU addition at back has shed roof.
Foundation: Stone with partial basement and unexcavated crawl space
Walls/Siding: Brick; 3 brick end chimneys; some wood framing
Roof: Hipped with two dormers and Gable addition Standing-seam Metal
Condition: Good
Contributing to the historic landscape: **Yes**

Converted Garage

Structure Number: ("Garage and Apartment Building", Tract 13-108, 1972 appraisal)
Dimensions: 37' x 25'-9" with attached (now enclosed) gabled porch measuring 14'-0" x 19'-6" with a concrete floor and small cupola.
Foundation: Concrete
Walls/Siding: Brick; former garage doors walled in and retrofitted with a single-hung window and doors. Exterior stairs at east gable

access the top ½-story.
Roof: Gable; asphalt shingle (was wood shingle in 1972) with two dormers on front and a full dormer on rear
Condition: Good
Contributing to the historic landscape: **No**

Cottage

Structure Number: ("One Story Rented Dwelling", Tract 13-108 1972 appraisal)
Dimensions: 42'-9" x 22'-0"; 1-story with partial basement (42'-9" x 9'-0")
Foundation: Concrete floor
Walls/Siding: Concrete block stucco
Roof: Gable metal
Condition: Good
Contributing to the historic landscape: **No**

Other significant structures on adjacent property:
(not owned by the National Park Service)

Barn on adjacent property, across Route 34

While this is not the original barn associated with the property, its construction techniques appear to date to the 1800s. Its location in relation to the Ferry Hill mansion house views makes it an important feature of the historic landscape.
Contributing to the historic landscape: **Potentially Contributing**

Buildings - Bridgeport

John Blackford Property House, Barr Residence

Structure Number: LCS 017216; Park 072.77B (Tract 31-103)
Dimensions: 24' x 21'; 2 ½-story with added 2' deep open gingerbread trimmed wood porch
Foundation: Stone; no basement; first story earth-bermed on back side
Walls/Siding: Limestone; stone chimney with brick top at gable end; possible stucco-finish at second story porch
Roof: Gable; standing seam metal
Condition: Good
Contributing to the historic landscape: **Yes**

John Blackford Property,Root Cellar or Spring House

Structure Number: LCS 047511; Park 072.77C (Tract 31-102)
Dimensions: 10'-6" x 12'-6"
Foundation:
Walls/Siding: limestone; earth-bermed
Roof: shed-type with rolled roofing and wood "fascia"
Condition: Good
Contributing to the historic landscape: **Yes**

John Blackford Property, Cistern	Dimensions: 6'-5" square (1,000 gallon) Foundation: Stone Condition: Poor Contributing to the historic landscape: **Yes**
Franklin Blackford Property, Store (George Knode Property)	Structure Number: LCS 017215; Park 072.77D (Tract 13-103) Dimensions: 1 ½-story, 24'-9" x 19'6" with a 1-story, 8'-9" x 7'-6" addition and a 16'-0" x 7'-6" open porch at front. Foundation: Stone foundation with no basement. Built into slope so that only a small area of wall is exposed at rear elevation; present slope may be artificial as a result of 1937 Route 34 construction. Walls/Siding: Painted rubble limestone; some stucco on front. Frame addition has horizontal wood siding. Brick chimney at both Store and Addition. Roof: Gabled; standing seam sheet metal roofing with galvanized spouting Condition: Poor to Fair Contributing to the historic landscape: **Yes**
Franklin Blackford Property Store, Attached Root Cellar (George Knode Property)	Structure Number: part of LCS 017215; Park 072.77D (Tract 13-103) Dimensions: Foundation: Stone base Walls/Siding: Partially subterranean stone and brick Roof: Brick round-arched vaulted room covered by a flat roof of standing sheet metal Condition: Poor Contributing to the historic landscape: **Yes**
Franklin Blackford Property Store, Attached Storage and Coal Building (George Knode Property)	Structure Number: part of LCS 017215; Park 072.77D (Tract 13-103) Dimensions: 11'-0" x 15'-6" with small shed extension at north wall Foundation: Concrete Walls/Siding: Vertical planks Roof: Gabled, corrugated metal roofing with stove pipe extending through north side of roof Condition: Poor to Fair Contributing to the historic landscape: **Yes**
Franklin Blackford Property, Outbuilding / Storage Shed (George Knode Property)	Structure Number: LCS 049983; Park 072.77E (Tract 13-103) Dimensions: 10'-0" x 9'-0" (or 10x8 Summer Kitchen?? LCS) Foundation: Concrete / earth Walls/Siding: Frame construction; vertical board siding Roof: Shed-type; Metal Condition: Fair Contributing to the historic landscape: **Yes**

Franklin Blackford Property, Poultry House (George Knode Property)	Structure Number: LCS 049984; Park 072.77F (Tract 13-103) Dimensions: 6'-0" x 10'-0"; ½-story Foundation: Wood Walls/Siding: Wood; horizontal board siding Roof: Metal shed-type Condition: Poor to Fair Contributing to the historic landscape: **Yes**
Franklin Blackford Property, Privy (George Knode Property)	Structure Number: LCS 049985; Park 072.77G (Tract 13-103) Dimensions: 4' x 5' Foundation: Wood; 2-hole Walls/Siding: Vertical board over wood frame construction; interior covered with numerous layers of wallpaper, some dating from early 20th century Roof: Corrugated metal shed Condition: Poor to Fair Contributing to the historic landscape: **Yes**
Franklin Blackford Property, Shed (George Knode Property)	Structure Number: LCS 049986; Park 072.77H (Tract 13-103) Dimensions: 22' x 20'; 2-story with attached 1-story, 8'-6 x 22', partially enclosed shed Foundation: Stone; concrete at attached shed [LCS says Earth] Walls/Siding: Vertical board over wood frame construction Roof: Gabled metal; metal shed-type at attached shed Condition: Good Contributing to the historic landscape: **Yes**
Franklin Blackford Property, Stable (George Knode Property)	Structure Number: LCS 049987; Park 072.77I (Tract 13-103) Dimensions: 15'-6" x 22'-6"; 2-story Foundation: Stone Walls/Siding: Vertical board over wood frame construction; large door on south gable end Roof: Corrugated metal gable Condition: Good Contributing to the historic landscape: **Yes**
Franklin Blackford Property, Corn Crib and Hog Pens (George Knode Property)	Structure Number: LCS 049982; Park 072.77J (Tract 13-103) Dimensions: 7'-0" x 16'-0" with two hog pens, measuring 7'-0" x 8'-0" on each end Foundation: Stone at corn crib; concrete at hog pens Walls/Siding: Vertical board over wood frame construction at crib; horizontal planks over frame at pens Roof: Metal gable at crib; pens are open Condition: Good Contributing to the historic landscape: **Yes**

Franklin Blackford Property, Outbuilding (poultry house or hogpen) (George Knode Property)

Structure Number: (Tract 13-103) [located in front of stable and back to back with Poultry House]
Dimensions: Unknown 6'-0" x 11'-0"; ½-story
Foundation:
Walls/Siding: Wood frame
Roof: Shed metal
Condition: Poor to Fair
Contributing to the historic landscape: **Yes**

Unknown Structures

Listed in 1972 Appraisal (Tract 13-103) –
Franklin Blackford Property (George Knode House):
8x10 summer kitchen
9x20 covered concrete cave in good condition adjacent to dwelling
Contributing to the historic landscape: **Potentially contributing**

Urias Knode or William Knode House

Structure Number: LCS 017214; Park 072.77K
Dimensions: 3-bay with front and rear porch; 2 1/2-story with partially exposed basement
Foundation: Brick
Walls/Siding: Brick; 2 end chimneys
Roof: Gabled standing seam metal
William Knode has easement.
Condition: Good
Contributing to the historic landscape: **Yes**

Ferry House Foundation, Tavern Ruins, Ferry Inn Remnants

Structure Number: LCS 011787; Park 072.80A
Dimensions: was large 2 1/2-story over a full basement; 2-story overhanging porch and at least 5 bays wide
Foundation: Fieldstone
Walls/Siding: n/a -- was wood frame with brick chimneys
Roof: n/a
Condition: Ruin
Contributing to the historic landscape: **Yes**

Existing Small-scale Features

The majority of the large-scale objects within the Ferry Hill site are related to the River. Just south of the Rumsey Bridge, stone piers mark the site of an earlier bridge (figure 3.25). These piers are in various stages of decay and have vegetative growth on them. Farther south, the site offers views to a railroad trestle and the remaining five piers of the old Shenandoah Valley Railroad bridge, which was built in 1880. The piers rest on wood cribbing, which is rotting.

The two landscape component areas also contain small-scale features and objects. The primary entrance drive is flanked by curved brick walls and metal gates. Both of the brick walls display National Park

Service insignia and "National Park Service C&O Canal NHP Headquarters." During the operating hours of the Park Headquarters, the gates are left open so vehicles can enter the property.

The open area is traversed by utility poles and overhead electrical lines, which cross the lawn area from the northeast to the southwest. Also, there is one wellhead near the main parking lot by the house, and another one is farther east, near the trailers. The wellheads are low, rectangular concrete block structures, painted green and capped with removable roofs framed in wood and covered with green asphalt shingles (figure 3.26). Also, a large drain inlet grate is located adjacent to Route 34 near the primary entrance to the property.

On both sides of Route 34 near the primary entrance gates, there are interpretive signs providing historical information. On the north side, a sign details the history of Ferry Hill. On the south side, two signs describe Blackford's Ford and Swearingen's Ferry/Pack Horse Ford (figure 3.27). These signs are set perpendicular to each other and are approximately 15 feet apart. In addition to the historical markers, Route 34 is dotted with a few road signs, the majority of which are located along the southern side of the road. The locations of the interpretive signs are considered to be hazardous, because there is no safe place to pull off to read them.

In the Bridgeport component landscape, the stone foundation of the Ferry House tavern is near the parking area and Lock 38 (figure 3.28). Stone foundations indicate the site where a barn once stood on the south side of Canal Road at the sharp bend in the road.

Throughout Bridgeport, there is a series of wood fences and gates. There are also stone and concrete paths and short edge walls that may have defined planting beds.

Existing Constructed Water Features

Lock 38 features intricate stonework and gates that have been restored. The canal prism at the lock has been partially filled in and the original arches in the lock's stonework are partially covered. There are stone foundation piers from an earlier bridge between the lock and the river. To the east of Lock 38, a bypass flume that conveyed overflow from the canal during operation of the lock has been obscured by fill.

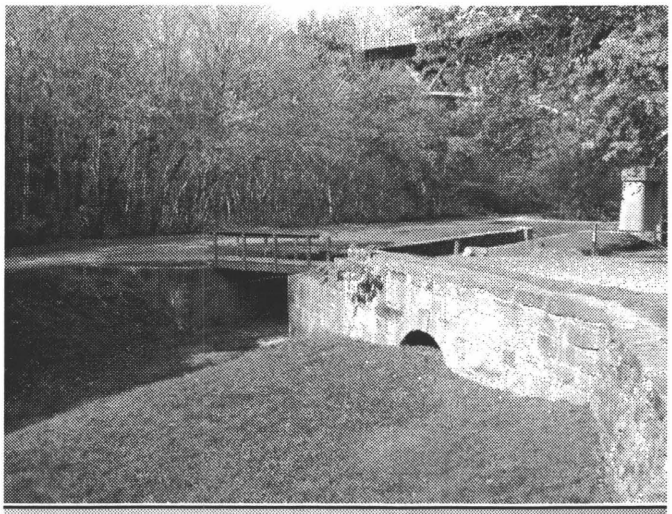


Figure 3.5

Lock 38

Located south of Ferry Hill and the Rumsey Bridge (visible at top of photo), Lock 38 is a landmark on the C&O Canal towpath.



Figure 3.6

Ferry Hill Component Landscape from Route 34

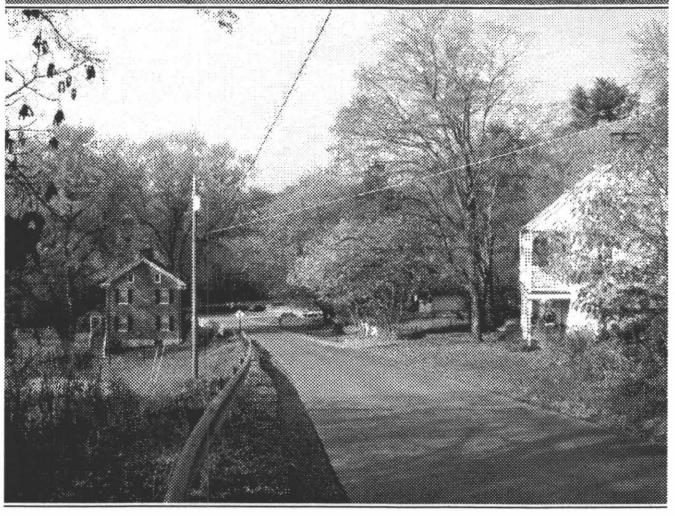


Figure 3.7

Bridgeport on the Road to Sharpsburg between Route 34 and the C&O Canal



Figure 3.8

Parking and Vegetation near Garage/Office

The landscape to the north (rear) of the historic house along the driveway includes the ranger's office on the right (in the Garage building).

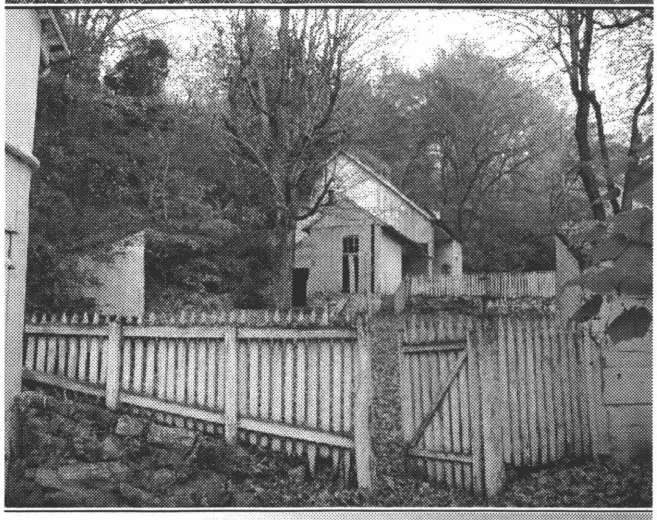


Figure 3.9

Bridgeport Yards

The Bridgeport Component Landscape is characterized by white picket fences and gates.



Figure 3.10

Mature Trees at Ferry Hill

Mature specimen trees, both deciduous and evergreen, dot the lawn northeast of the house.

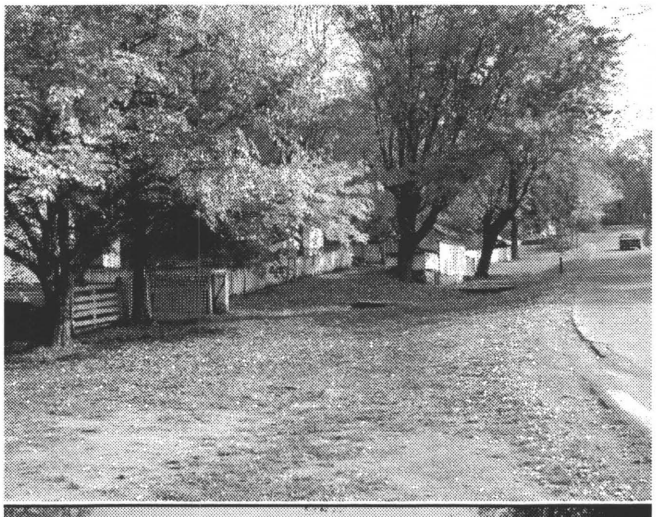


Figure 3.11

Edge of Bridgeport at Canal Road

Mature trees shade the yards and road frontage.



Figure 3.12

Urias Knode House Garden, Bridgeport

Within the bend of Canal Road/Road to Sharpsburg, a semi-formal terrace has been created within the stone foundation of an old barn. Note the railroad bridge at the center of the photograph.

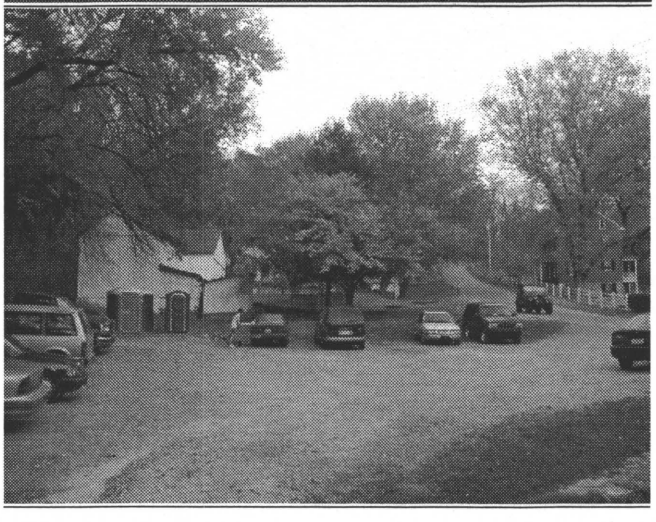


Figure 3.13

Lock 38 Parking Lot

The parking area lies between Bridgeport and Lock 38.



Figure 3.14

Ferry Hill Sugar Maple

The large sugar maple adjacent to the house may be the last survivor of the maples that lined the original farm entrance (according to oral history).



Figure 3.15

Ferry Hill Driveway

Eastern red cedars along the driveway



Figure 3.16

View Northeast from Ferry Hill



Figure 3.17

MD 34 near Secondary Entrance to Ferry Hill

The white pines (to the right of Route 34) line the secondary entrance to Ferry Hill.

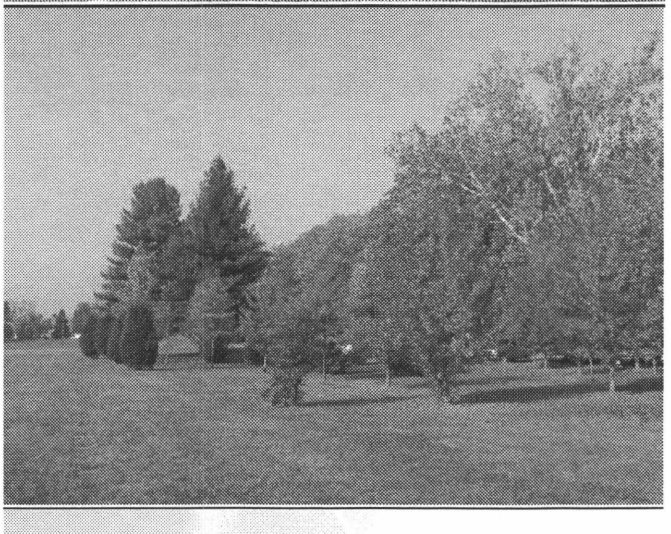


Figure 3.18

Parking and Vegetative Screen

After 1976, a mixture of deciduous and evergreen trees were planted to screen a parking area and trailers from Route 34.



Figure 3.19

Mature White Oak

The trailers and flood building were removed in 2002.



Figure 3.20

C&O Canal and Towpath

The canal area is overgrown with heavy tree cover.

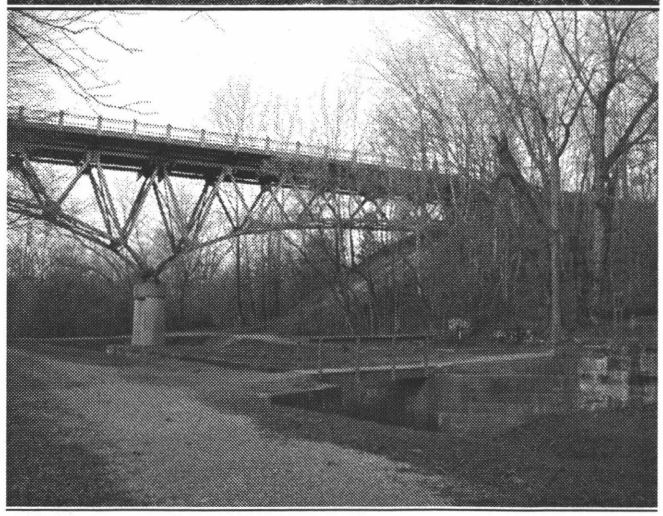


Figure 3.21

James Rumsey Bridge and Lock 38

The James Rumsey Bridge crosses the C&O Canal to the north of Lock 38. Note the earthen embankment that was constructed to connect Route 34 to the Maryland (east) end of the bridge.



Figure 3.22

Brick Entrance Walls at Ferry Hill

Brick walls, iron gates, and signage embellish the park entrance drive that was built circa 1976.

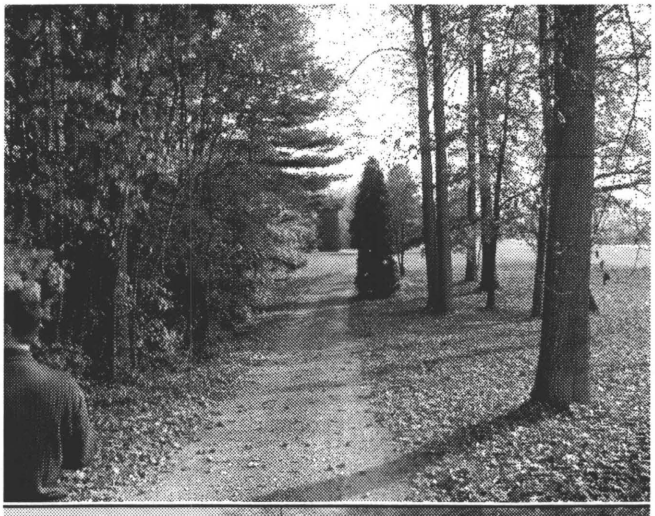


Figure 3.23

Driveway at Ferry Hill

This gravel drive leads from the house to the temporary trailers, parking area, and secondary entrance beyond the trees to the left. Route 34 is across the lawn to the right.



Figure 3.24

Traces of Historic Road

Remnants of an earlier road alignment (see arrow) are visible in the lawn near Route 34.

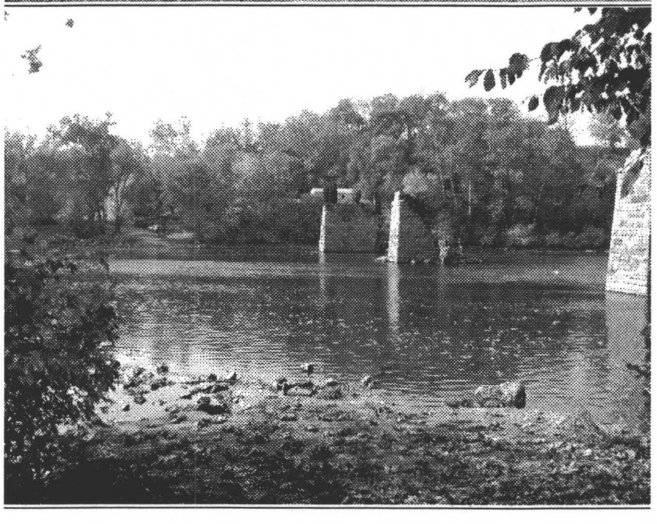


Figure 3.25

Historic Bridge Piers

The historic ferry landing is visible across the Potomac River. Stone piers mark the locations of the historic bridges that preceded the James Rumsey Bridge.



Figure 3.26

Well Cover

This is one of several well-head covers on the property.

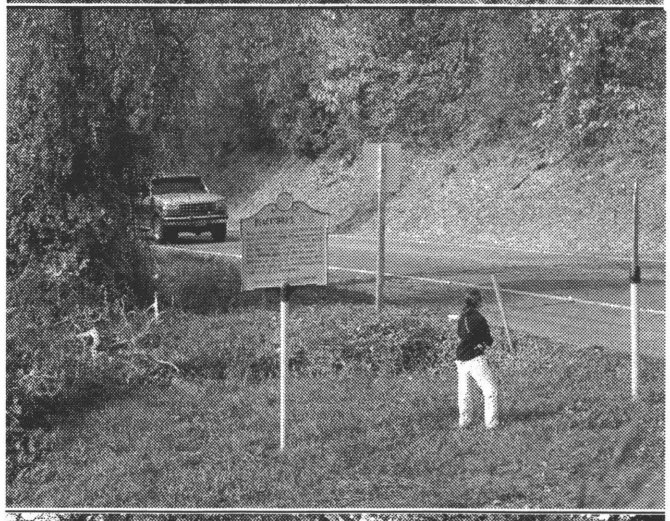


Figure 3.27

Commemorative Markers

Two of three historical markers near the site entrance are located in a triangular grassy area between Route 34 and the road to Bridgeport.



Figure 3.28

Ferry Inn Foundation Remnants

The stone foundation of the Ferry Inn Tavern lies near a segment of the C&O Canal trail near Lock 38.

Chapter 4:
Analysis and Evaluation

Statement of Significance and Periods of Significance

Significance according to National Register Criterion A

Three themes and Periods of Significance:

1801-1861
Agriculture, Slavery, and impact on the regional economy

1861-1865
American Civil War
Strategic Site
Home of Henry Kyd Douglas

1755-1924
Regional Transportation

The Ferry Hill Cultural Landscape is significant according to National Register Criterion A due to its association with, and representation of, three important themes that have made significant contributions to the broad patterns of American history. From 1801 until 1861, Ferry Hill was managed as a successful diversified agricultural property. Ferry Hill was a large, prosperous plantation whose operations had an impact on the economy of the surrounding area. The journals of Colonel John Blackford and Franklin Blackford document the day to day activities at the plantation, providing details regarding the use of slave and free labor to run the operation. The documentation of slave activities at the property provides an illustrative example of slavery in western Maryland.[92]

In 1861, the agricultural operations at the property were severely impacted with the beginning of the American Civil War, and a new phase in Ferry Hill's history began. Due to its border location and proximity to important river crossings, the site played a strategic role during the American Civil War. Finally, the development of Ferry Hill was closely related to the history of transportation in the region from 1755 through 1924.

In contrast to the major staple crop plantations of the deep south during the nineteenth century, the Western Maryland-Virginia plantation of the day was a highly diversified agricultural venture.[93] At Ferry Hill, activities included the cultivating, harvesting, processing, and marketing of a variety of crops, raising and marketing of livestock and fruit, running a ferry, and cutting and milling wood. Detailed journals that document the day-to-day operation of the plantation from 1835 through 1848 provide insights into the varied operations of Ferry Hill. The journals document the importance of Ferry Hill to the local economy, indicating that John Blackford utilized slave labor, employed numerous white and free black laborers, lent considerable sums of money, and made monetary donations to local churches.[94] The existence of the journals, as well as the extant structures and landscape features that embody physical evidence of the historic activities, combine to provide a unique opportunity to preserve and interpret this facet of American agricultural history.

[92] Grivno, Max L. 2001. Historic Resources Survey: Ferry Hill Plantation, Chesapeake and Ohio Canal National Historic Park. P.39.
[93] Reed, 1992. p. 2.
[94] Grivno, Max L. 2001. Pp.39-52.

After John Blackford's death in 1839, his son Franklin Blackford managed the plantation in a style he had learned from his father. However, Franklin Blackford did not prove to be as successful a businessman as his father had been. When the property was sold to Robert and Helen Blackford Douglas (John Blackford's second eldest daughter, and Franklin Blackford's sister) in 1848, the value of the property had decreased and the role of Ferry Hill Plantation as a major influence on the local economy had begun to diminish. Ferry Hill became the Douglas family home. Robert Douglas hired a manager to direct the plantation as a diversified agricultural endeavor. Among the Douglas' four children raised at Ferry Hill was Henry Kyd Douglas, who later served as an aide to Confederate Lieutenant General Thomas J. 'Stonewall' Jackson during the American Civil War. The start of the war in 1861 ended the era of agricultural prosperity at Ferry Hill, and its significance as an important site in the American Civil War was quickly established.

The property's association with the state border, and therefore the border between the Union and Confederate factions, as well as its proximity to the Potomac River, bridges, and ford, made it a strategic site during the American Civil War. In the early days of the war, the Shepherdstown bridge across the Potomac was destroyed by Confederate troops. Soon after, the main barn at Ferry Hill was burned by Union troops. Early in the war the farm was ransacked by soldiers and agricultural production was essentially discontinued for the remainder of the war. On several separate occasions during the war the property served as headquarters for Union or Confederate troops, as they organized after crossing the Potomac or prepared to cross at Blackford's Ford. In addition, Ferry Hill served as a hospital for Confederate troops after the battle of Antietam. As the Confederate troops vacated, Union soldiers moved in to occupy the farm and restrict the family to the house.

Beginning with Native American use of the natural ford across the Potomac River, the area around Ferry Hill has played an important role in regional transportation and commerce. Packhorse Ford presented an opportunity for crossing the Potomac River and served as the catalyst for transportation and development in the immediate area of Ferry Hill. The establishment of the first ferry near the ford in 1755 aided communications and commerce between communities on opposite sides of the river, and provided a regional transportation link, foreshadowing the emergence of the community of Bridgeport

and Ferry Hill Plantation. In the early days of Ferry Hill Plantation, John Blackford financially supported and pursued public support for improvements to transportation-related infrastructure resulting in the construction of roads, bridges, and railroads in the immediate area. The location's importance increased with the opening of the C&O Canal in 1835, making the site a hub for goods brought from local farms and mills on both sides of the river to be transported downstream to Georgetown. The Shepherdstown River Lock allowed direct access to the river from the canal, further increasing commerce opportunities in this area. By 1850 the first vehicular toll bridge in the area had been built at Bridgeport to provide easier access across the Potomac River. The bridge was replaced three times during the next eighty years.

Component Landscapes and Character Areas

The Ferry Hill Cultural Landscape is made up of two component landscapes that include a number of character areas, as described in Chapter 1.

Ferry Hill Component Landscape:

The Ferry Hill Component Landscape includes the historic resources located on the upper plateau of the site (see Figure 4.1). Major features are the Ferry Hill mansion house, stone wall, and vegetation in the area near the house. This component landscape is made up of four character areas including: the house and yard, the wooded hillside, the open area (see Figure 4.2).

Bridgeport Component Landscape:

The Bridgeport Component Landscape is made up of resources related to the small community of Bridgeport, the canal, and the historic bridges (see Figure 4.1). Character areas include the village of Bridgeport, canal and towpath, wooded hillside, ferry landing site and historic bridge piers, and open area and non-contributing Maryland Route 34 and the James Rumsey Bridge across the Potomac River (see Figure 4.2).

FIGURE 4.1: COMPONENT LANDSCAPES

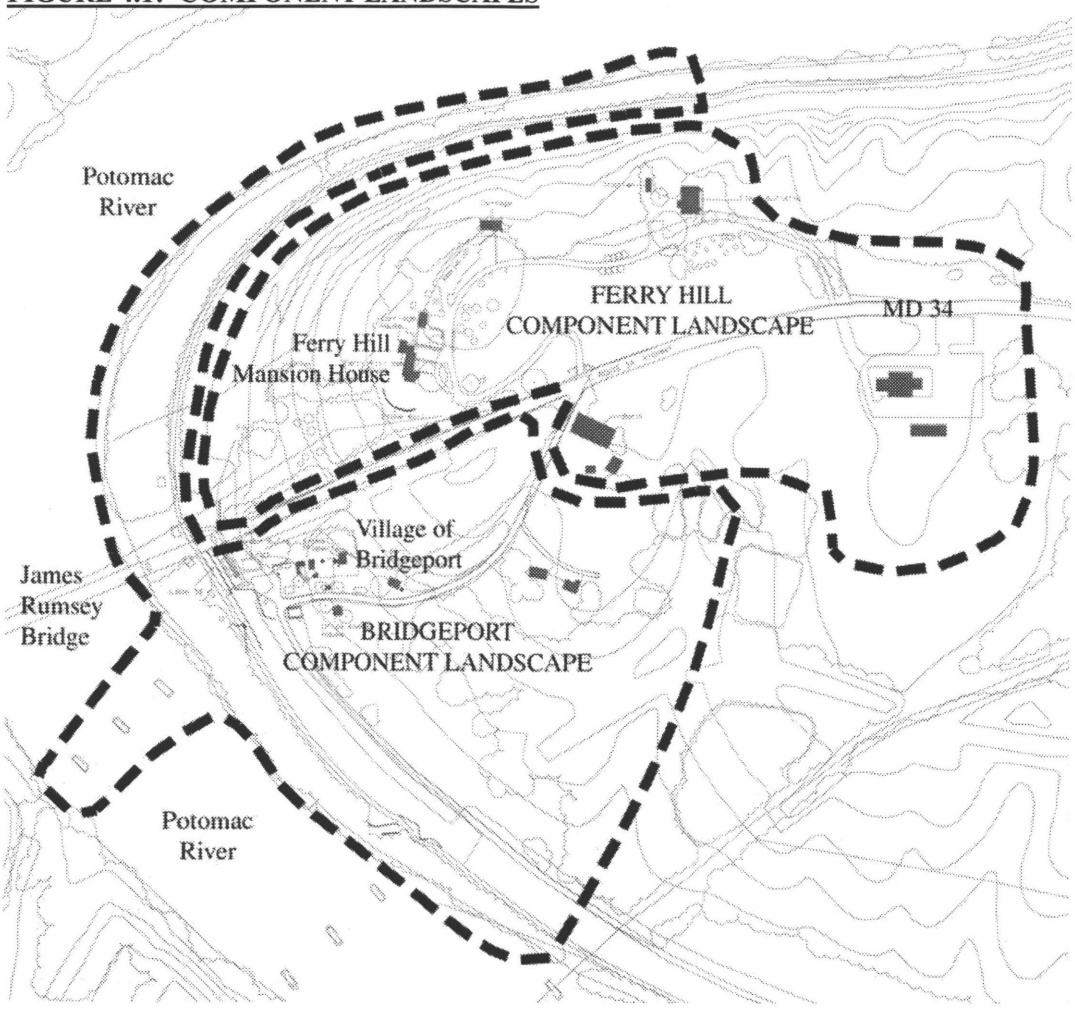
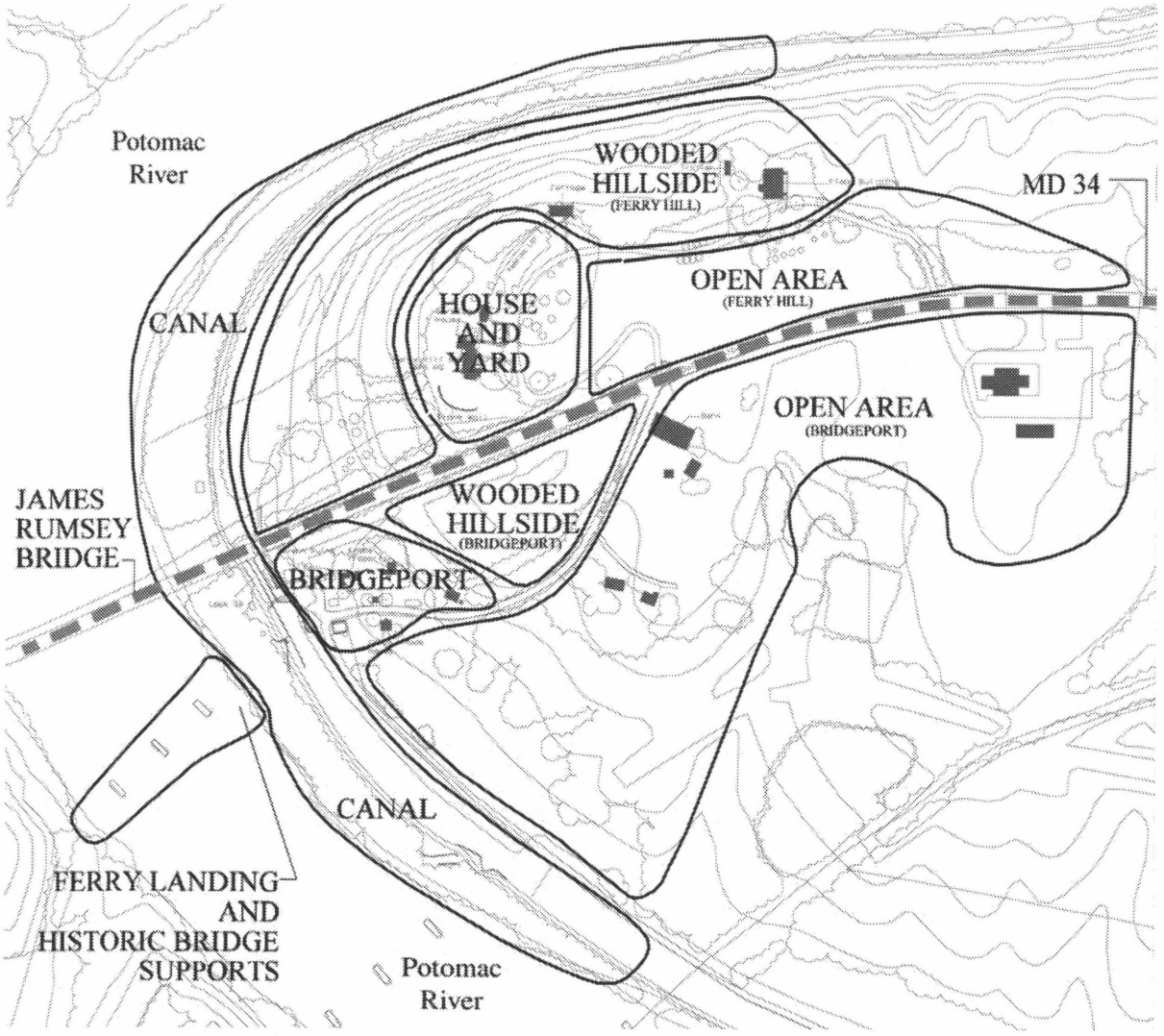


FIGURE 4.2: LANDSCAPE CHARACTER AREAS



Evaluation of Landscape Characteristics

Introduction

The analysis and evaluation of landscape integrity provided herein follows guidelines provided by the National Park Service and National Register standards. In particular, two documents have been used, *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques*, and *National Register Bulletin 30: Guidelines for Evaluating and Documenting Rural Historic Landscapes*.[95] The Ferry Hill cultural landscape analysis focuses on eleven landscape characteristics, including vegetation, views, topography, land use, spatial organization, circulation, buildings and structures, cluster arrangement, small-scale features, constructed water features, and response to natural features. These landscape characteristics are the tangible and intangible aspects that collectively make up the historic character of the property. The analysis of these characteristics provides a summary of qualities and features that should be understood in order to protect or enhance the historic landscape through a historic landscape treatment plan.

[95] Page, Robert R., Cathy A. Gilbert, and Susan A. Dolan. 1998. *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (Washington, D.C.: U.S. Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Park Historic Structures and Cultural Landscapes Program); and McClelland, Linda Flint, J. Timothy Keller, Genevieve P. Keller, and Robert Z. Melnick. *National Register Bulletin 30: Guidelines for Evaluating and Documenting Rural Historic Landscapes* (U.S. Department of the Interior, National Park Service, Interagency Resources Division).

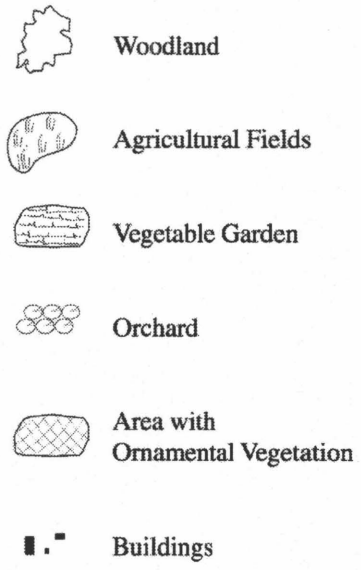
Vegetation

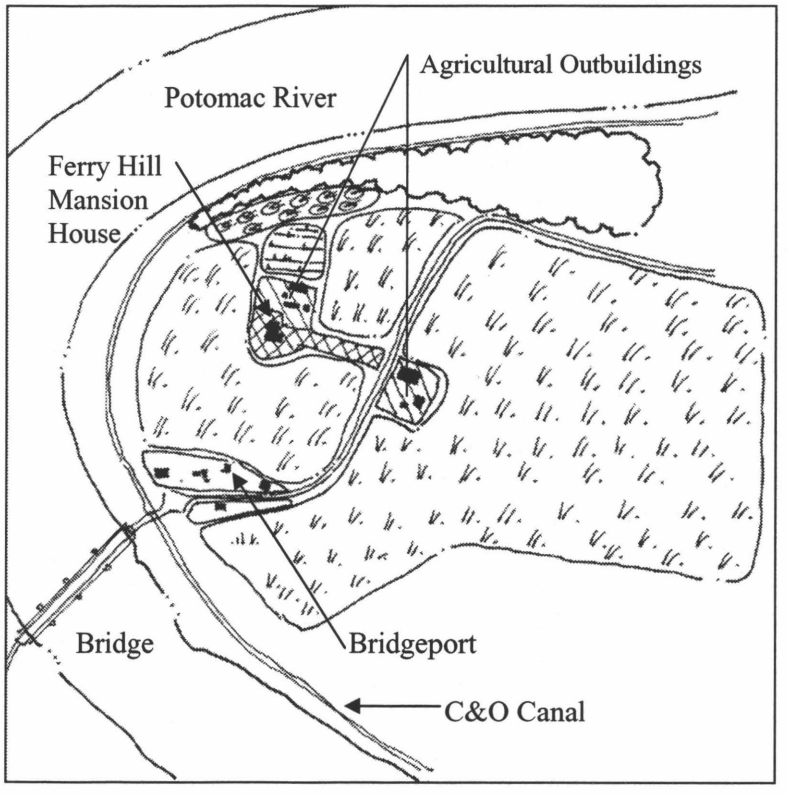
HISTORIC VEGETATION

Agricultural use of the property resulted in clearing most of the upland forested areas for pasture, cultivated fields, vegetable gardens, an orchard, ornamental gardens, and building sites. Forest located on the steepest slopes was not cleared since the topography restricted agricultural use. Wood from the forest was harvested for construction and firewood. Lowland areas were also cleared for agricultural use and buildings at Bridgeport. The riverbank remained wooded until construction for the C&O Canal reached the site in 1833. The canal construction resulted in clearing a wide path from the river's edge to the bank side of the canal, creating an open landscape void of trees.

Figure 4.3:
HISTORIC VEGETATION, 1835 to 1861
Entire Project Area Conceptual Diagram:

Legend: Historic Vegetation





From 1861 to 1865, cultivation and other agricultural activities essentially ceased during the American Civil War. Former agricultural fields were utilized as campsites and portions of the property were burned. After the end of the war, agricultural use

was re-established, but the extent of the farming activities is unclear. It appears that farming gradually decreased. As cultivation and maintenance of upland fields diminished, the woods slowly encroached on the open areas.

EXISTING VEGETATION:

A large portion of the uplands is covered by woody vegetation that consists of second-growth deciduous forest, dominated by sugar maple, oak, beech, dogwood, and hickory trees. Portions of the woodland provide cover for diverse understory species, including several protected and watchlist plants. Open areas include a large turf grass lawn that is maintained by the National Park Service and a field that is used for pasture by a private owner on the south side of the highway. Another open field is situated in the lowland to the north of Canal Road. Second-growth floodplain vegetation dominated by silver maple, locust, elm, and sycamore, creates dense woods along the river's edge, canal banks, and within the historic canal.

Legend: Existing Vegetation

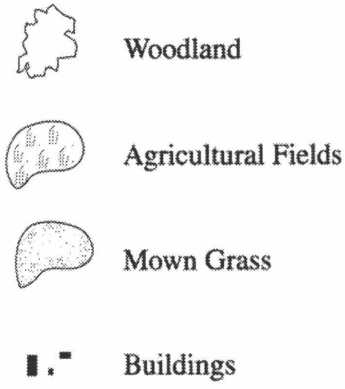


Figure 4.4: Existing Vegetation

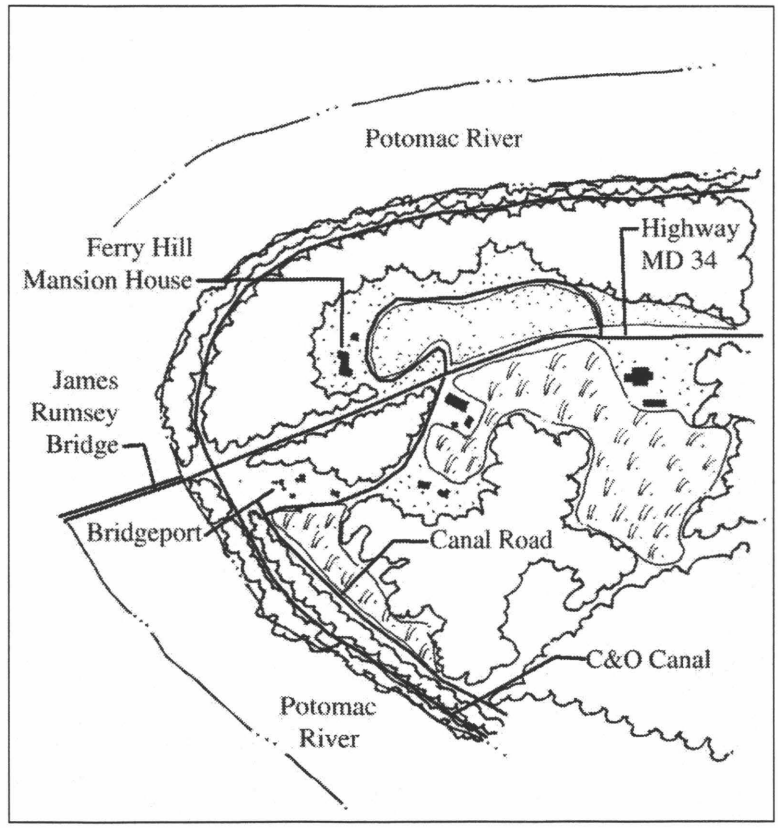




Figure 4.5
Sugar maple on south side of Ferry Hill mansion house.
(Source: EDAW, Inc., 2000, A006_House)

Contributing Vegetation

A large sugar maple located on the south side of the Ferry Hill mansion house appears to have been one of the trees that lined the historic entrance drive (see Figure 4.5).

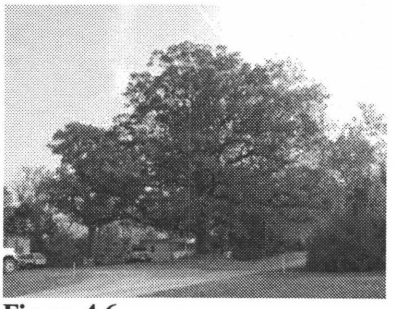


Figure 4.6
Mature white oak.
(Source: EDAW, Inc., 2000, B002_big oak)

A mature white oak located on the eastern portion of the site (near the former flood building) may date to the period of significance (see figure 4.6).



Figure 4.7
Ornamental plants near buildings.
(Source: EDAW, Inc., 2000, A003)

Non-Contributing Vegetation

Numerous shrubs have been planted near the Ferry Hill mansion house and the converted garage that do not contribute to the integrity of the historic landscape (see figures 4.7 and 4.8).

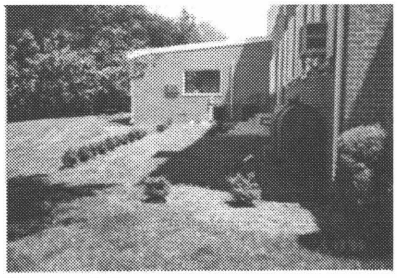


Figure 4.8
Ornamental plants on the north side of the Ferry Hill mansion house. (Source: National Park Service, C&O Canal National Historical Park, fh add 1996)

ANALYSIS OF VEGETATION: Integrity low

Entire Project Area:

Vegetation at Ferry Hill and Bridgeport today includes substantially more woodland than was present in the 1830s through the 1920s (compare Figure 4.9 to Figure 4.10). Old fields have been abandoned and second-growth woodland vegetation has replaced the open spaces. The continued maintenance of some open fields and lawn on the upland provides a sense of the former agricultural character of the site, at a reduced scale (compare Figures 4.11, 4.12, and 4.13). After the C&O Canal was abandoned in 1924, woody vegetation began to reclaim the lowland corridor along the river bank. The vegetation along the river's edge and canal has changed from the cleared, open landscape that was maintained from 1833 through 1924 (during the years the canal was operational) to a densely wooded corridor. This regeneration of woodland vegetation in the floodplain serves to protect the area from erosion and is consistent with the State of Maryland's riparian buffer protection program.

Figure 4.9

Ferry Hill and Bridgeport Viewed from Shepherdstown, Ca. 1890

- Potomac River in the foreground
- Third toll bridge (present 1890-1936)
- Bridgeport and C&O Canal in middleground
- Ferry Hill at top of hill

(Source: C&O Canal National Historical Park, L38-17)

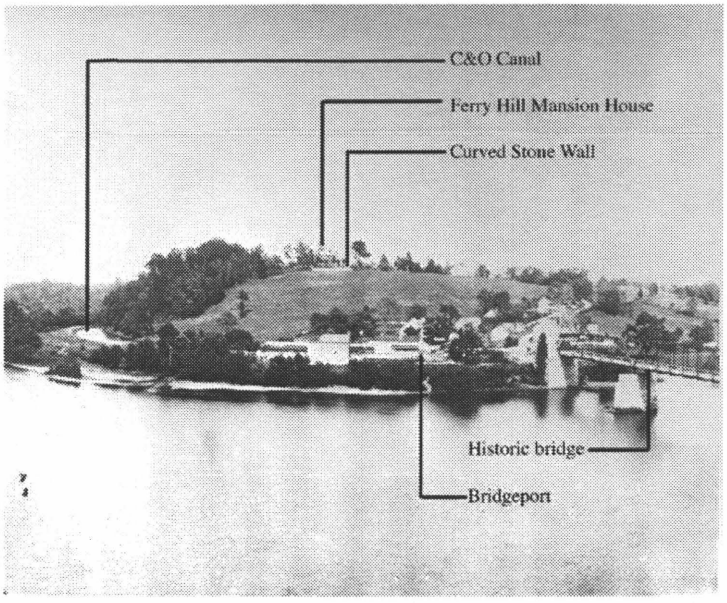


Figure 4.10

Ferry Hill viewed from Shepherdstown, December 2000

- Potomac River and vegetation in foreground
- James Rumsey Bridge (upstream and higher elevation than historic bridges)
- Vegetation and bridge hide Bridgeport and C&O Canal
- Ferry Hill at top of hill

(Source: Quinn Evans|Architects, DCP_1165)

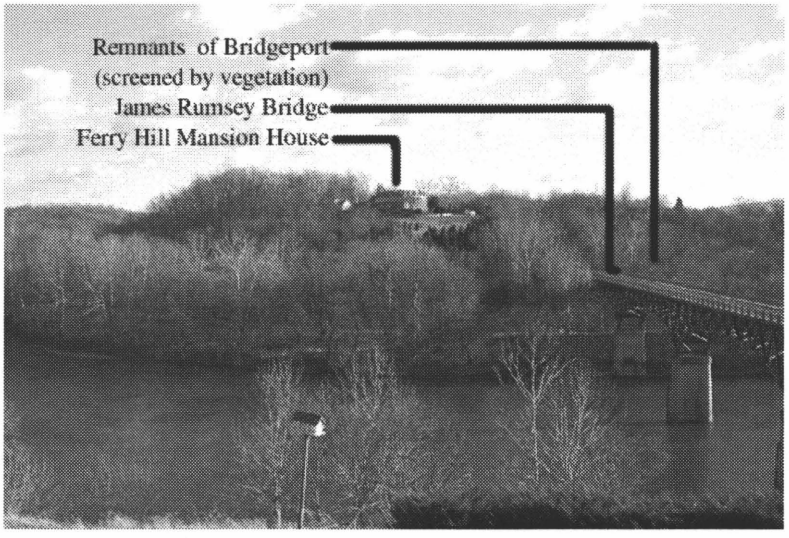


Figure 4.11

Aerial View of Ferry Hill, 1937

- Historic road alignment before construction of the James Rumsey Bridge.
- The third Shepherdstown bridge is no longer extant.
- The ferry can be seen near the Bridgeport landing.
- Note road alignment and its relationship to the agricultural fields.

(Source: C&O Canal National Historical Park)

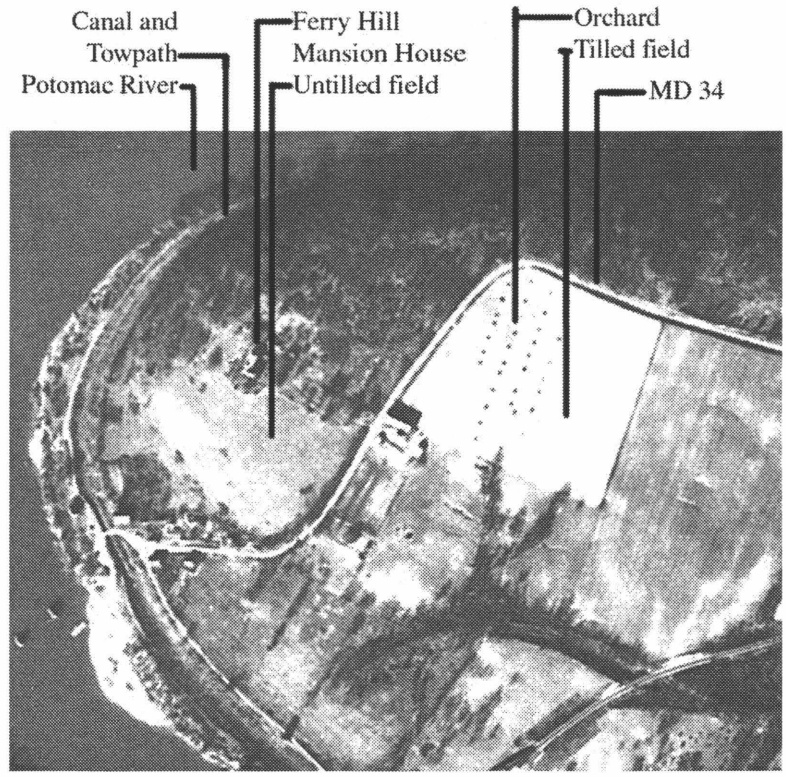


Figure 4.12

Aerial View of Ferry Hill, 1952

- Note the realignment of MD 34 and construction of the James Rumsey Bridge that greatly altered the vegetation, land use, spatial organization, and circulation within the landscape.

(Source: C&O Canal National Historical Park)

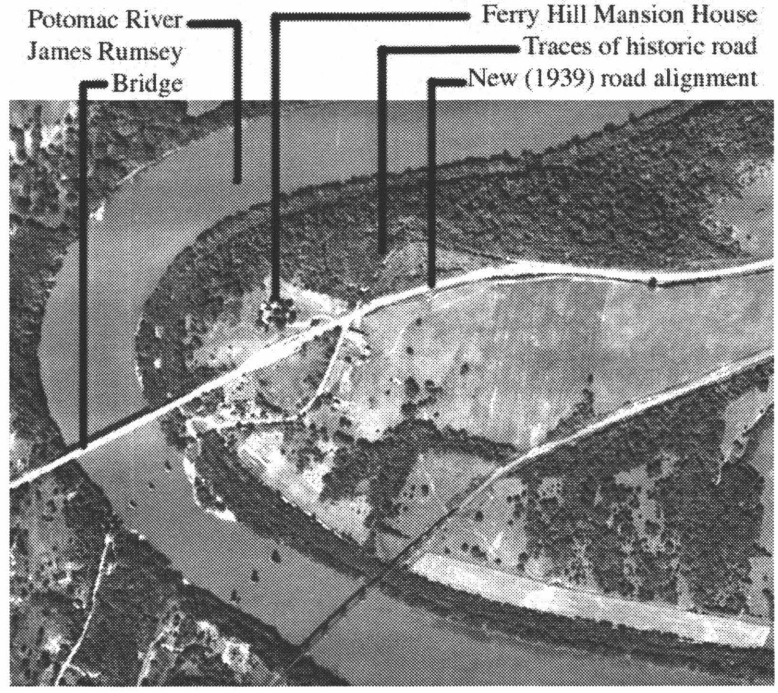
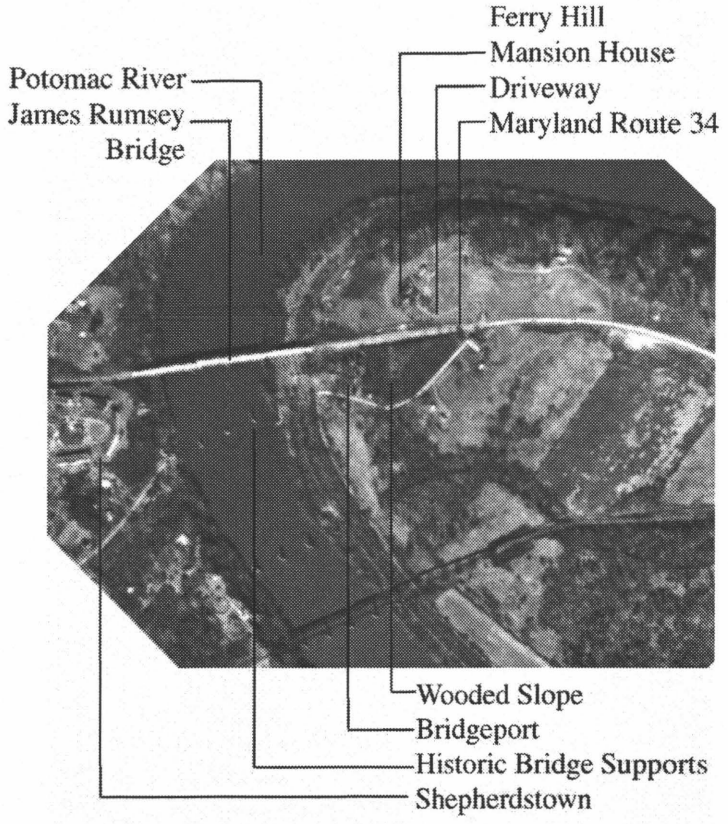


Figure 4.13

Aerial View of Ferry Hill, Ca. 1970

(Source: C&O Canal National Historical Park)



Views

HISTORIC VIEWS:

Ferry Hill Component Landscape:

Views from the mansion house provided a sweeping vista of the Potomac River, Shepherdstown, and the agricultural landscape that surrounded the site in all directions (see Figures 4.14 through 4.16). Also, views of the mansion house from Shepherdstown and other area locations were an important aspect of the property (see Figure 4.9).

Bridgeport Component Landscape:

During the period of significance, views from Bridgeport included the Potomac River, the ferry or bridges (at various points in time), the Virginia shore, activity along the C&O Canal, pasture and cultivated fields of the surrounding slopes that were part of Ferry Hill Plantation, and the Ferry Hill mansion house, stone wall, and barn on the hill (see Figures 4.10 through 4.12).

Figure 4.14

Sketch View of Bridgeport and Shepherdstown from Ferry Hill, ca.1850

- Bridgeport in foreground
- First toll bridge
- Shepherdstown on opposite side of the Potomac River.

(Source: C&O Canal National Historical Park)

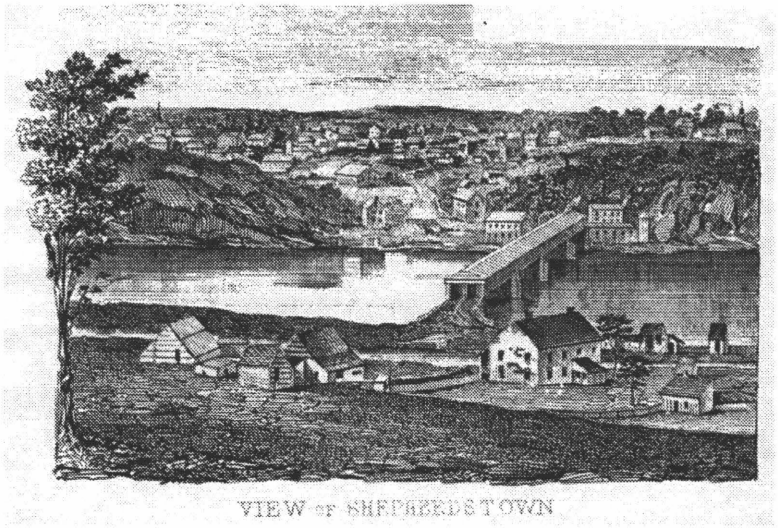


Figure 4.15

View of Bridgeport and Shepherdstown from Ferry Hill, ca. 1904

- Bridgeport in foreground
- Third toll bridge
- Shepherdstown on opposite side of bridge

(Source: C&O Canal National Historical Park, L38-14)

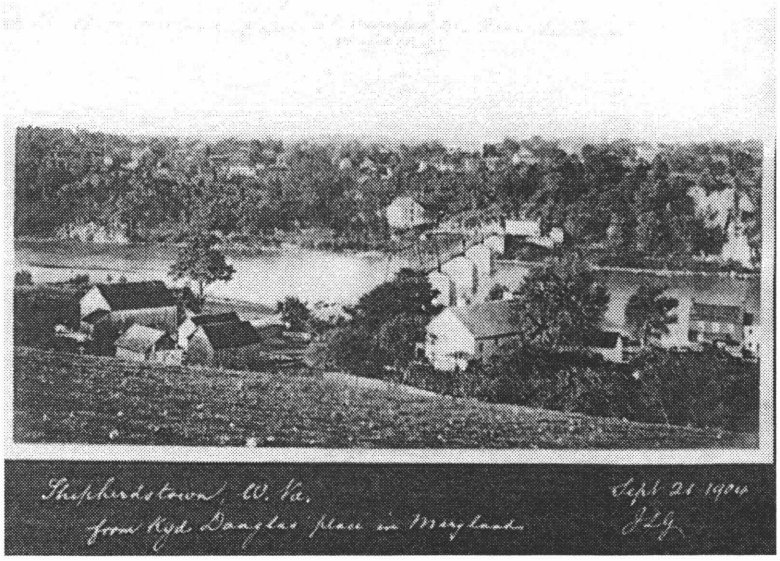


Figure 4.16

Photograph of Bridgeport and Shepherdstown from Ferry Hill, 1913

- Bridgeport in foreground
- Piers for former bridges
- Shepherdstown on opposite side of the Potomac River

(Source: C&O Canal National Historical Park, L38-15)

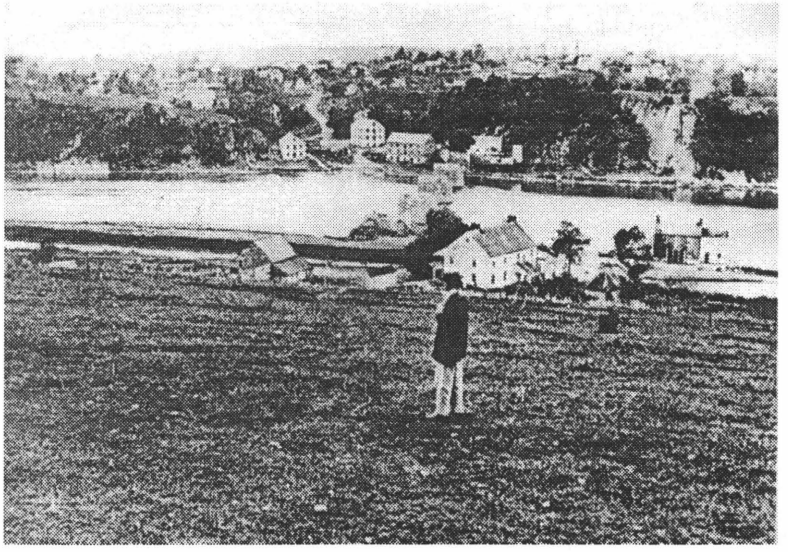


Figure 4.17

Current View from Ferry Hill mansion house toward Shepherdstown, September 2003.

(Source: National Capital Regional Office, National Park Service)



Figure 4.18

Ferry Hill and Bridgeport from Shepherdstown, December 2002

- Ferry Hill house at top left
- Buildings at Bridgeport can barely be seen through trees at bottom right
- James Rumsey Bridge at left
- Historic bridge piers at bottom right

(Source: Quinn Evans|Architects, AA006)

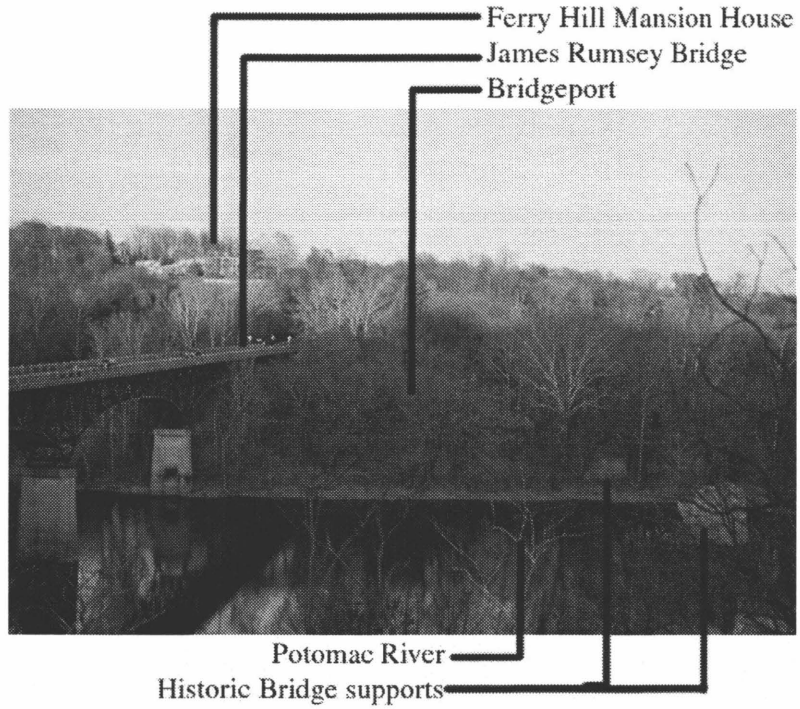


Figure 4.19

"Douglas Hill and Bridgeport from Shepherdstown, W. VA." Between 1848 and 1938

- C&O Canal bypass flume at Lock 38 in foreground
- Ferry Inn and other Bridgeport structures
- Ferry Hill mansion house at top of hill

(Source: C&O Canal National Historical Park, L38-19)

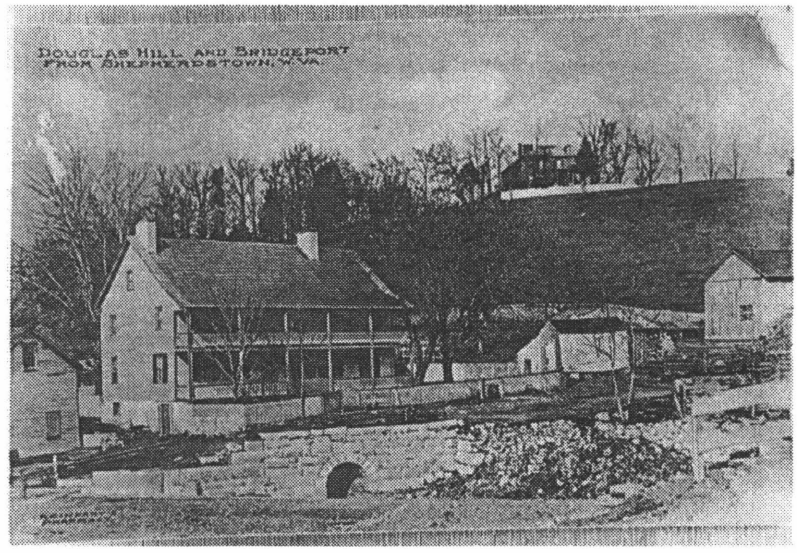


Figure 4.20

Contemporary view at vantage point of Figure 4.15, taken 2000

- C&O Canal bypass flume at Lock 38 in foreground
- Vegetation where Ferry Inn was located
- View of Ferry Hill mansion house obscured by changed topography and vegetation

(Source: EDAW, Inc., 2000, F012)



Figure 4.21

Bypass Flume, Lock 38, and James Rumsey Bridge, facing northwest, 2000

- Bypass flume and canal ditch in foreground
- Wooden footbridge over lock
- Lock 38
- Bridge pier in location of former warehouse
- Towpath on left of canal
- View of river blocked by vegetation

(Source: EDAW, Inc., 2000, F002)

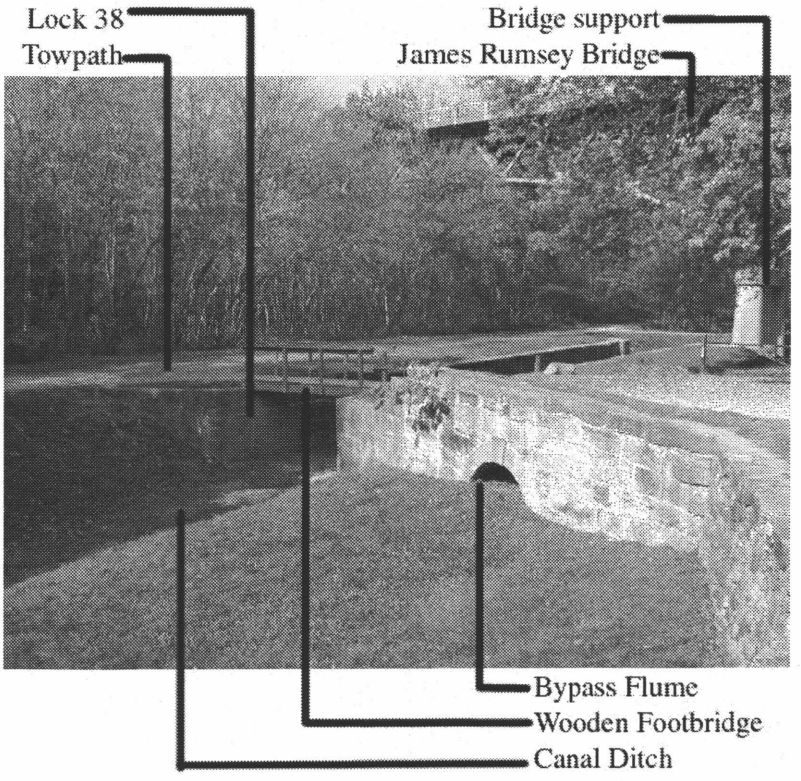


Figure 4.22

Lock 38 and James Rumsey Bridge, facing north, 2000

- Channel for Lock 38
- Bridge pier at location of former warehouse
- Towpath on left

(Source: EDAW, Inc., 2000, F004)

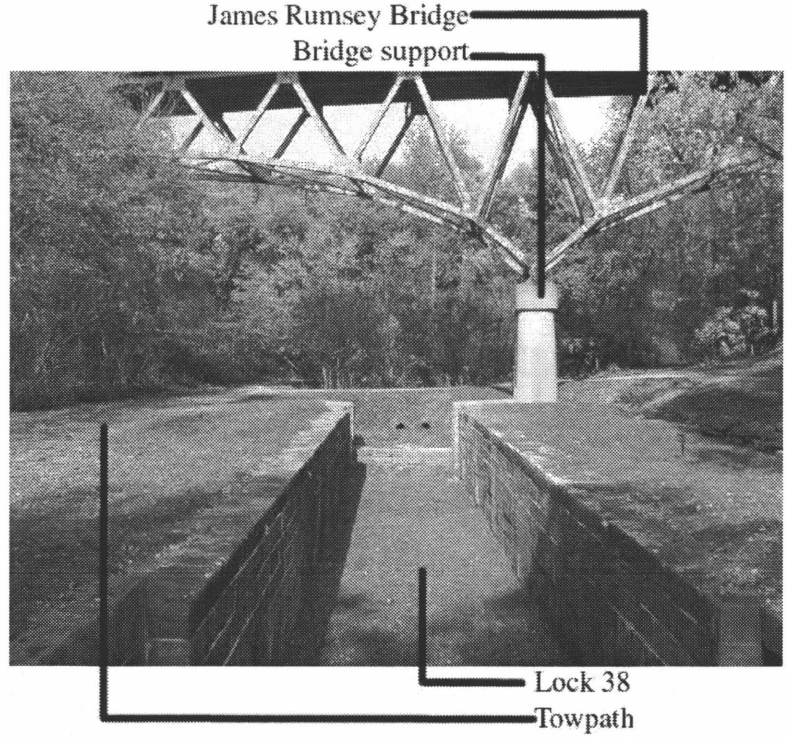
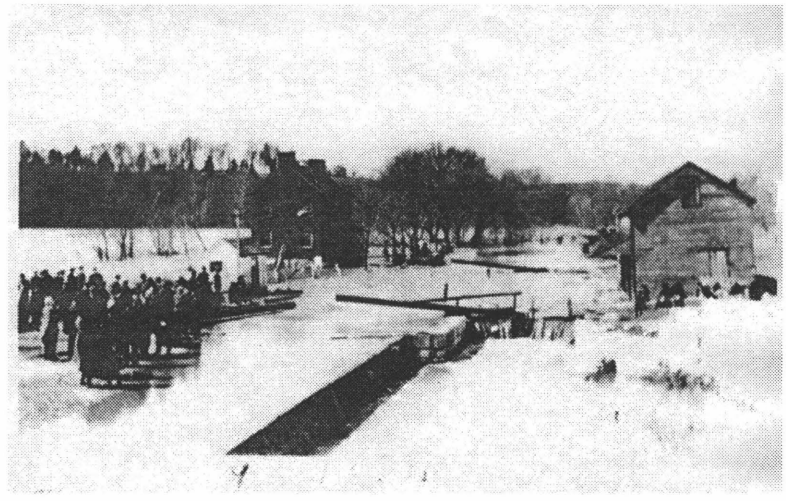


Figure 4.23

Lock 38 during flood in 1924

- Canal and Lock 38 with edge of bypass flume on far-right of frame
- Warehouse on right ("hayhouse store")
- Lockhouse, towpath, and small building on left
- People at far left

(Source: C&O Canal National Historical Park, L38-16)



EXISTING VIEWS:

Ferry Hill Component Landscape:

Views from Shepherdstown toward Ferry Hill and Bridgeport are currently dominated by the James Rumsey Bridge and dense woody vegetation (see Figure 4.18). The view from the front porch of the mansion house continues to command attention; however, secondary vegetative growth on the hillside, the James Rumsey Bridge, overhead utility lines, and development along the Western bank of the Potomac River, have changed the view significantly (see Figure 4.17). Vegetation directs the eye up toward the Shepherdstown bluffs and modern buildings that are situated thereon. One can still see the river in some places, but Bridgeport is hidden behind a mask of dense vegetation and altered topography. While some of the existing vegetation is not historic, it does help to partially screen modern intrusions that would otherwise dominate views. The topographic and vegetative changes around the James Rumsey Bridge distract the viewer's attention, and numerous contemporary structures situated along the bluffs of Shepherdstown serve to change the character of the view (see Figure 4.17).

Bridgeport Component Landscape:

Current views from Bridgeport to surrounding sites are fairly limited. Looking towards Ferry Hill Place, the view includes a steep slope that is so covered with dense vegetation that the mansion house can no longer be seen (see Figure 4.18, compare to Figure 4.19). Views of the canal and river open up in some places, but are also hampered by vegetative growth (see Figures 4.20 and 4.21). From the historic ferry landing, the extant bridge piers can be seen both upstream (toll bridge); and downstream (railroad bridge), as can the former ferry landing site on the West Virginia side of the river. The James Rumsey Bridge looms overhead upstream and dominates the view in that direction (see Figures 4.21 and 4.22).

ANALYSIS OF VIEWS: Moderate to Low Integrity

Comparison of historic and current photographs demonstrates changes that have occurred to the views associated with the Ferry Hill Place and Bridgeport Component Landscapes. Views from Ferry Hill Place (compare Figures 4.14 through 4.15 to Figures 4.17 and 4.18) are currently much more restricted by vegetation. There is no glimpse of Bridgeport or the shore at Shepherdstown—once vital visual connections. Views toward the

property from across the river show changes in vegetation and open space, the non-contributing James Rumsey Bridge, and the absence of historic buildings, structures, and vegetation, in Bridgeport (compare Figure 4.9 to 4.10). Views from Bridgeport are also greatly restricted by vegetation, topographic changes, and the absence of major features (compare Figures 4.19 and 4.23 to 4.20, 4.21 and 4.22). In some cases the vegetation screens undesirable views of modern intrusions. For instance, views of the James Rumsey Bridge and MD 34 are partially screened from Bridgeport by the dense vegetation.

Topography

HISTORIC TOPOGRAPHY

Ferry Hill Component Landscape:

Historically Ferry Hill was sited at the top of a bluff overlooking the Potomac River, Shepherdstown, Bridgeport, and the agricultural landscape of the area (see Figure 4.9). The mansion house, front yard, and garden areas were fairly flat, and included ornamental plants arranged on a terrace, a vegetable plot, and several outbuildings. The stone retaining wall in front of the house may have screened the livestock from the view of the house. The slope below the wall was gentle for a short distance; below that, the slope became steeper. These fields served as pasture for livestock. The land to the north of the garden sloped steeply toward the river, with an orchard at the top of the bluff and woodland along the steep slope. East of the mansion house, the land was more gently rolling, providing areas for farm outbuildings, cultivated fields and pasture.

Bridgeport Component Landscape:

Two main parts made up the topography of Bridgeport—the floodplain of the Potomac River and the sloped upland directly adjacent to the floodplain. The floodplain area was changed significantly in 1835 when the C&O Canal was constructed. As the channel was dug, a berm was created on the slope side of the canal and the wide, level towpath was graded on the river side. At Bridgeport, the lock and bridge(s) over the canal and river further changed the topography. With the construction of each bridge, and later the reinstatement of the Ferry, came alterations to the topography at the river's edge. These changes, as well as those brought about by each of the major floods that occurred, modified the slopes incrementally. In 1938 the construction of the James Rumsey Bridge and the Maryland Route 34 approach to the bridge had a much more significant impact on the topography of Bridgeport (see Figures 4.19 through 4.23, in particular, compare 4.21 to 4.22). The area directly between

Bridgeport and Ferry Hill was filled for the road and bridge abutments, creating a steep slope directly behind the Bridgeport buildings.

EXISTING TOPOGRAPHY:
Entire Project Area:
Ferry Hill is sited at the top of a bluff overlooking Bridgeport, the Potomac River, Shepherdstown, the James Rumsey Bridge, and the agricultural landscape of the area (see figure 4.9). The land to the west of the mansion house slopes gently to the stone retaining wall, then descends steeply toward the west and the canal. To the southwest of the mansion house the grade slopes gently for a short distance, then descends dramatically in a steep cut to Maryland Route 34. On the opposite side of the road, a steep slope of constructed fill descends to Bridgeport. From Bridgeport the topography slopes gently toward the river. The canal and towpath are situated on a low-lying floodplain that is relatively flat. The berm of the canal is still apparent in this area. On the east side of the mansion house the topography includes gently rolling hills and berms that flank the park entrance road.

ANALYSIS OF TOPOGRAPHY: Low Integrity.
Entire Project Area: Alterations to the topography of the property for the realignment of Maryland Route 34 and James Rumsey Bridge provide one of the most dramatic impacts to the overall integrity of the site. The changes greatly altered the relationship between Ferry Hill Place and Bridgeport, severing a connection of historical importance. Also, grading for the new Ferry Hill house entry road and parking lots changed the topography. Natural flood impacts also continued to change topography, vegetation, and structures in Bridgeport numerous times.

Land Use

Legend: Historic Land Use

Woodland

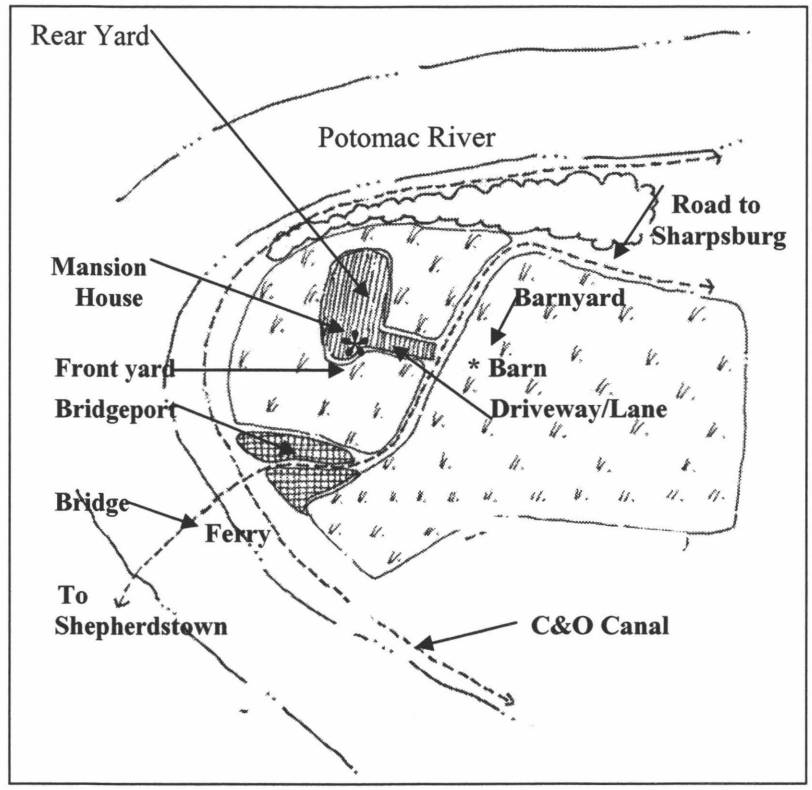
Agricultural Fields

Domestic Landscape

Commercial/ Residential

Transportation Route

Figure 4.24: HISTORIC LAND USE, Conceptual Diagram Pre-1861



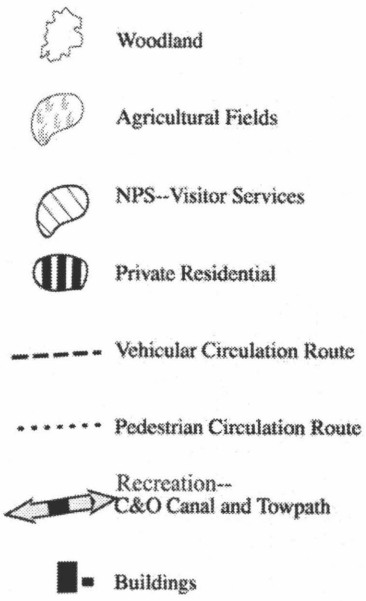
Ferry Hill Component Landscape:

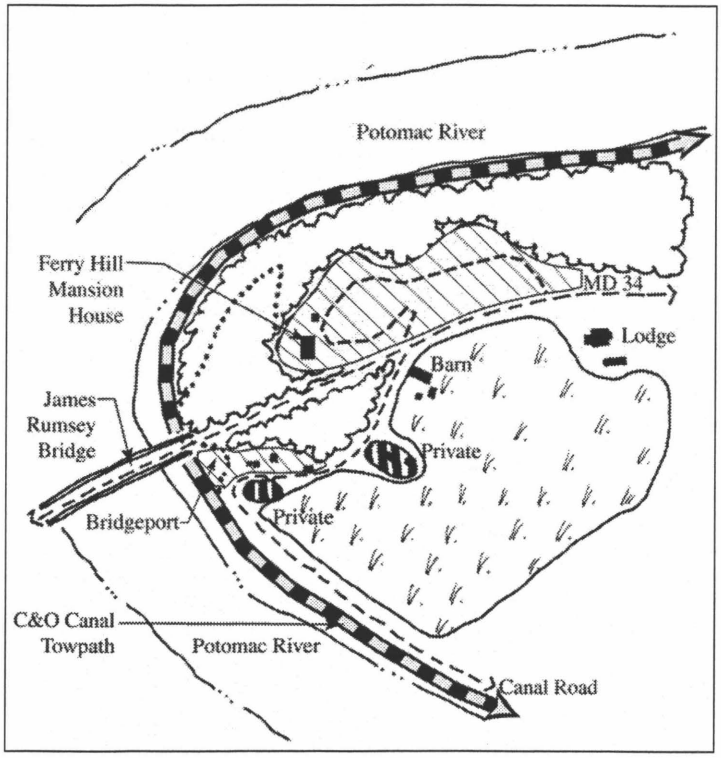
Historically, the land use at Ferry Hill was dominated by agricultural and domestic activities. The domestic area included the front yard for pleasure and relaxation and a rear yard for chores, gardening and other work. The pasture and orchard on the edge of the bluff and slope provided grazing and shelter for livestock, as well as fruit production. Pasture and cultivated fields west of the mansion house and north and west of the barn served as grazing areas for livestock and possibly production areas for wheat and other crops. Harvesting timber was also an important aspect of the property management. The woods provided a natural resource that was harvested for sale and for use by those living at Ferry Hill. The farm driveway / lane between the barn and house served as the main circulation route between the house and barn as well as a vehicular entry to the property, intersecting the highway near the barn and barnyard. The highway connecting Bridgeport and Ferry Hill to Sharpsburg also provided links to regional destinations.

Bridgeport Component Landscape:
Bridgeport's main function was as a transportation hub that included commercial and residential uses. First the ferry, then the C&O Canal, and later the toll bridges, served as magnets bringing people and products through Bridgeport. Developments at the small village served to support regional travelers and provide necessary storage and commercial space. The village also provided residences, gardens, fruit trees, pasture, shelter for livestock, and other outbuildings.

Figure 4.25: EXISTING LAND USE

Legend: Existing Land Use





Ferry Hill Component Landscape:
The Ferry Hill site now serves as a ranger station and weekend visitor contact station for the C&O Canal National Historical Park. The buildings are used and maintained by National Park Service staff. Limited recreational use occurs in the form of parking and a hiking trail that leads to the canal and Bridgeport. Maryland Route 34 cuts through the historic property, connecting to the James Rumsey Bridge to provide the main regional vehicular route linking Maryland and West Virginia.

Bridgeport Component Landscape:
With the abandonment of the C&O Canal in 1924, and the construction of Maryland Route 34 and the James Rumsey Bridge in 1933, historic commercial and transportation-related uses at Bridgeport declined quickly. The remnant of the village includes two residences, one with minor agricultural uses. One of the residences is owned by the National Park Service and leased to tenants. The other is owner-occupied. The other buildings have been abandoned and serve as "discovery sites" for park visitors. The canal towpath serves as a regional hiking/biking trail and a small parking lot for the trail is located at the base of the hill near the lock remnant.

ANALYSIS OF LAND USE: Low Integrity
Entire Project Area:
While land use has changed throughout the site, particularly with the extinction of agriculture and historic transportation activities related to the ferry, toll bridges, and canal, several new uses are compatible with preserving historic character. Lawns and open fields, although not functionally similar to the pasture and cultivated fields, do maintain the open character of the landscape associated with the historic uses. The C&O Canal towpath trail provides a regional transportation route that keeps alive the idea of the canal. The historic uses associated with the Ferry Hill Cultural Landscape are no longer extant. However, several of the contemporary uses are compatible with the character of the historic landscape.

Spatial Organization and Circulation
HISTORIC SPATIAL ORGANIZATION AND CIRCULATION:
Ferry Hill Component Landscape:
During the period of significance, this area consisted of the main residence, a secondary dwelling, numerous outbuildings, a garden, fences, stone wall, ornamental plants, tree-lined lane between the house and barn, orchard, pasture, barn, barnyard and cultivated fields. The area in front of the residence included a stone fence/wall that kept livestock in the pasture and away from the domestic area. On the northwest side of the mansion house the wall was met by a fence that extended to the garden. Inside the stone wall was a formal yard that included ornamental plants and fruit trees. To the southeast of the house was a driveway that led to the main road (between the ferry and Sharpsburg) and the barn and barnyard. The driveway was lined with maple trees. Behind the house was a functional landscape that included 'necessary' outbuildings and the fenced garden. Beyond the garden were an orchard and woods.

Bridgeport Component Landscape:
Historically this area was a hub of activity centered on the ferry and Ferry Inn during the earliest period and the canal lock and toll bridge during later years. The residential and commercial buildings were clustered between the canal and road, nestled into the base of the slope (see Figures 4.9, 4.14-4.17, and 4.19). Bridgeport was a rural transportation node—where regional traffic from the canal and road intersected. This created a cross pattern for the small community. The linear canal followed the river in the floodplain while the road and bridges crossed over them. The community also developed a cross pattern—with buildings and services related directly to the operations of the canal lining the towpath and berm; and residential, agricultural, and commercial services occurring in a linear pattern along the road.

Relationship between Ferry Hill Component Landscape and Bridgeport Component Landscape:
Historically the road to Sharpsburg originated at the Ferry landing then curved twice before heading northeast. The road traveled through Bridgeport, curved up the hill past the Ferry Hill barn and barnyard on the southeast and the entry drive to the mansion on the northwest. It curved again outlining a field before heading to Sharpsburg. The slope between Bridgeport and Ferry Hill was utilized for pasture—therefore it took the form of open fields, bare of trees and underbrush (see Figures 4.9, 4.14-4.17, and 4.19). The direct associations between Ferry Hill Place and Bridgeport resulted from continuous interaction in ownership, management, circulation, and a visual connection. In fact, the two areas essentially flowed into one another prior to the development of intrusions after the period of significance.

EXISTING SPATIAL ORGANIZATION AND CIRCULATION:

Ferry Hill Component Landscape:
The Ferry Hill Mansion house is the main focal point. The yard in front of the house is partially defined by the extant stone wall, although no other fences remain. The rest of the site is made up of non-historic elements including the entry drive and walls, two parking lots, gravel drive, converted garage, cottage, trailer, Maryland Route 34, and vegetation and topography resulting from the construction of the state road. The converted garage is being used as office space for law enforcement rangers and seasonal housing. The cottage is vacant. These elements, with the exception of a portion of the topographic and vegetative changes associated with the James Rumsey Bridge, are located to the north and east of the mansion house. There is a large area of mown lawn between the highway and the driveway. Within this area are

a few trees and shrubs; the topography is gently rolling in an unusual pattern caused by the highway work.

Bridgeport Component Landscape:
The community continues to include a cluster of extant structures and landscape features along the road. The area where the road once crossed the canal to the bridge or ferry is now a parking lot with no defined edge between it and the canal area. The canal and towpath remain, however the structures associated with them (lockhouse, Ferry Inn, etc.) are no longer extant. The piers for the James Rumsey Bridge, as well as the actual bridge itself, loom overhead dwarfing the remnants of the village (see Figures 4.22 and 4.23). Finally, the area between Bridgeport and Ferry Hill is now a steeply sloping, densely vegetated area with the highway corridor passing through it (see Figure 4.20).

ANALYSIS OF SPATIAL ORGANIZATION AND CIRCULATION:

Ferry Hill Component Landscape: Low Integrity
Patterns of spatial organization and circulation have been altered considerably by removal of historic elements including fences, plants and buildings, and the addition of non-historic elements including the driveway and parking lots, buildings, plants, highway, and bridge. The Ferry Hill mansion house continues to serve as the main organizing element and focal point for this site despite extensive alterations. The extant stone wall partially defines the former division between domestic and agricultural landscape, hinting at the previous existence of the formal garden. The alterations to the front of the house, the deteriorated condition of the stone wall, and altered views, reduce the ability of this space to conjure a sense of place consistent with the period of significance. The most dramatic impact to the spatial organization and circulation of the overall site is the realignment of Maryland Route 34 and construction of the James Rumsey Bridge (compare Figure 4.11 to 4.12). This action essentially divided the property into two disconnected sites, changing field and circulation patterns.

A number of contemporary alterations intrude upon the historic scene and impact the integrity of the site. Five buildings, the driveway, parking lots, and brick entrance walls diminish the historic character of the area. Also, the absence of a number of historic elements impacts the site's historic integrity. The fences, formal garden of ornamental plants, vegetable garden, orchard, cultivated fields, pasture, and numerous buildings no longer exist.

Bridgeport Component Landscape: Moderate to Low Integrity
This area continues to resemble a cross-pattern, albeit one of diminished clarity. The extant structures along the road define a small clustered community—despite the alteration of the topography between them and Ferry Hill Place. The canal towpath continues to serve as a transportation corridor, on a smaller scale. It now provides a route for pedestrians and bikers in place of the barges and mules of the past. The road no longer provides a connection for crossing the river. The parking lot and James Rumsey Bridge diminish the historic character of the site. Once a hub for transportation and commerce, Bridgeport is now a mostly vacant site, bypassed by Maryland State Route 34 (Compare figures 4.11 and 4.12).

Buildings and Structures

HISTORIC BUILDINGS AND STRUCTURES:

Ferry Hill Component Landscape:
These included the mansion house, stone retaining wall, fences, a secondary dwelling, privy, icehouse, and a building that provided space for wood storage, laundry, and smokehouse, all under one roof. In addition, a rectangular building near the garden fence may have provided quarters for slaves, or storage for tools.

Bridgeport Component Landscape:
These included the canal-related buildings and other structures, such as Ferry House, Barr house, Blackford/Knode store, Knode house, outbuildings, fences, gates, walkways, and roads associated with the operations of Bridgeport. The bridges, ferry, roads, and railroad, and their related structures were also important elements within this community.

EXISTING BUILDINGS AND STRUCTURES:

Ferry Hill Component Landscape:
The Ferry Hill Mansion house and stone retaining wall are the only extant structures at the site. A number of buildings and structures have been added to the site, including the cottage (now vacant), the converted garage (now used for office space for law enforcement rangers and seasonal housing), and a trailer.

Bridgeport Component Landscape:
These include the lock and canal-related features, Ferry House foundation, Barr house, Blackford/Knode store, and Knode house

and outbuildings, as well as the stone bridge piers and the trestle and piers of the Shenandoah Valley Railroad bridge.

ANALYSIS OF BUILDINGS AND STRUCTURES:

Ferry Hill Component Landscape: Moderate to Low Integrity
Although the only extant structures are the mansion house and curved retaining wall, the importance of the mansion house is paramount. Alterations to the house have changed its exterior appearance, however these impacts are considered to be reversible. The absence of numerous buildings and structures that were part of the site historically (including fences, a stone wall, icehouse, tenant house, privy, smokehouse/laundry/woodshed, and building that may have been slave quarters) decreases the overall integrity of the site. Buildings added to the site after the period of significance have a further impact the historic scene, detracting from the site's ability to clearly represent the periods of significance.

Bridgeport Component Landscape: Moderate to Low Integrity
A number of extant structures (including the lock and canal-related features, Ferry House foundation, Knode house, Barr house, and outbuildings) contribute to the overall integrity of Bridgeport. The absence of a few key structures (including the Ferry House, bridge, ferry, and canal related buildings) hampers the ability of the site to clearly reflect the historic character of the small community (a bustling transportation hub). Only a few non-historic structures have been added to the site, including a portable bathroom, a small footbridge, and a parking lot. These removable additions do not impact the integrity of the site significantly.

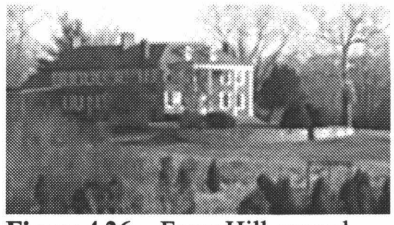


Figure 4.26: Ferry Hill curved stone retaining wall.
(Source: Quinn Evans | Architects, 2001, DCP_1161cropped)

Small-scale Features and Constructed Water Features
Contributing and non-contributing small-scale features and constructed water features at Ferry Hill and Bridgeport include:

Contributing Small-scale Features:

Curved Stone Retaining Wall
The construction date of the curved stone retaining wall located in front of the Ferry Hill mansion house is unknown. It was present by ca. 1890 (see figure 4.9), and most likely was constructed soon after the mansion house. Recognizable in figure 4.9, the wall was a prominent feature in the historic landscape. Its continued existence adds to the integrity of the Ferry Hill landscape reflecting the historic design, location, materials, workmanship,



Figure 4.27: Ferry Hill wall before ca. 1950. (Source: C&O Canal NHP, FH pre ca1950)

and feeling of the site. While the associated historic landscape consisting of designed ornamental gardens and agricultural fields is no longer extant, the wall's association with the house and larger setting (including the Potomac River, C&O Canal, and Bridgeport) remain intact. The wall is approximately five feet high, and has a set of stone steps that are lined up with the entrance door to the mansion house (see figures 4.26 and 4.27).



Figure 4.28
Ferry House foundation remnants at Bridgeport.
(Source: EDAW, Inc., 2000, E014-bridgeport-parking)

Ferry House (or the Ferry Inn) Foundation Remnants
The ruins of the Ferry House (or the Ferry Inn) foundation remain in Bridgeport close to the existing James Rumsey Bridge foundation (see figure 4.28). This site may be impacted by the upcoming bridge replacement project.



Figure 4.29
Fence and gate at Bridgeport.
(Source: EDAW, Inc., 2000, E013_bridgeport-fence)

Yards, Walkways, Walls, Fences, and Animal Pens
A number of white wood picket and rail fences border yards and animal pens in Bridgeport. Extant concrete and stone walkways provide hints regarding historic pedestrian circulation patterns. Several of the walkways and fences are lined by short, decorative stone walls or edges. The extant fence-enclosed yards, walkways, walls, and animal pens in Bridgeport add to the integrity of the site by reflecting the historic design, materials, and workmanship. See figures 4.29 and 4.30.

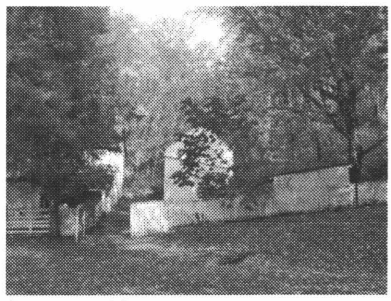


Figure 4.30
Fences, gate, and animal pens in Bridgeport.
(Source: EDAW, Inc., 2000, E005_bridgeport_structures)

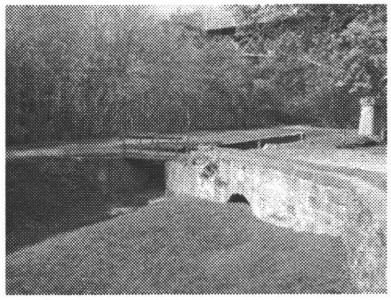


Figure 4.31
C&O Canal Lock No.38, and the contemporary wooden footbridge.
(Source: EDAW, Inc., 2000, F002_lock-NW)

Constructed Water Features
The remnants of the C&O Canal, the towpath, and Lock 38, provide tangible links to the historic use and character of the site (see figure 4.31). The historic bridge remnants and ferry landing site also provide physical evidence of the historical significance of this landscape.

Non-Contributing Small-Scale Features:

Driveway, Brick Walls, and Gate
The brick walls and metal gate at the current entrance to the site were constructed ca. 1976 (see figure 4.32). They flank the current non-historic driveway. The driveway, walls, and gate, do not reflect the historic design, location, materials, workmanship, setting, feeling, or association of the site.

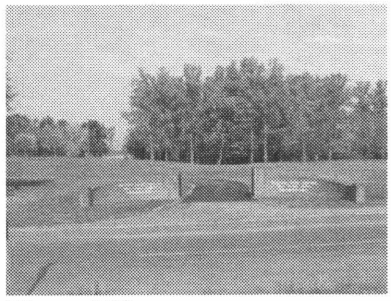


Figure 4.32
Existing brick walls at site entry
(Source: EDAW, Inc., 2000, C026)



Figure 4.33
Power lines and a road sign along MD 34 at Ferry Hill.
(Source: EDAW, Inc., 2000, CO13_Rt34-SE)

Power Lines, Road Signs, and Interpretive Signs
Overhead power lines run along MD 34 and through the Ferry Hill site. The power lines distract from the historic character and views at the site (see figure 4.33). Historical markers located along MD 34 are difficult and dangerous for motorists to access and read.



Figure 4.34
Well cover in lawn at Ferry Hill.
(Source: EDAW, Inc., 2000, C002_well-cover)

Well Covers and Drain
Well covers and a large drain in the lawn at Ferry Hill are incongruous with the historic character of the site (see figure 4.34).

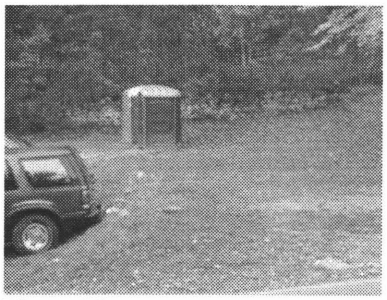


Figure 35
Parking area, portable toilet, and Ferry House foundation remnants (in background) at Bridgeport.
(Source: EDAW, Inc., 2000, EO14-bridgeport-parking)

Parking Lot and Portable Toilet in Bridgeport
A small parking lot in Bridgeport detracts from the historic character of the site, and disrupts pedestrian circulation between Bridgeport and the towpath. A portable toilet located on the edge of the parking lot is an eyesore, and incongruous with the historic scene (see figure 4.35). A wooden footbridge over the lock allows pedestrian access between Bridgeport and the towpath. Its simple construction is not intrusive.

ANALYSIS OF SMALL-SCALE FEATURES AND CONSTRUCTED WATER FEATURES

FERRY HILL ANALYSIS: Low Integrity
The majority of the historic small-scale features related to the Ferry Hill component landscape are no longer extant. Unfortunately, documentation regarding historic landscape details is limited to written descriptions and historic photographs that do not provide close-up details indicating locations, materials, design, and the extent of the gardens, ornamental plants, fences, paths, and work areas that were present. Also, the historic character of the site has further been obscured by the addition of numerous non-contributing elements.

BRIDGEPORT ANALYSIS: Moderate integrity
While very little documentation exists describing historic conditions of small-scale elements in Bridgeport, physical remains of features are informative. The fences, paths, terrace, and animal pens provide hints regarding the former patterns of use and circulation around the structures. The extant canal-related features provide an important link to the site's historic relationship to transportation.

Response to Natural Features
HISTORIC RESPONSE TO NATURAL FEATURES
Ferry Hill is situated within the Upper Potomac Valley, or Great Valley, of the Ridge and Valley Physiographic Province of Western Maryland and Eastern West Virginia. The property is situated at a 180-degree bend in the Potomac River roughly twelve miles upstream from the confluence of the Shenandoah and Potomac Rivers (at Harpers Ferry, West Virginia). The Ferry Hill component landscape is located at the top of a steep slope on a plateau above the river. The 180-degree bend afforded the advantage of a natural barrier for livestock and the river side of the property did not require fences. The Bridgeport component landscape is located at the base of the slope, adjacent to the river. At Bridgeport, a ferry, then a series of bridges, provided transportation routes across the Potomac. The C&O Canal added traffic through Bridgeport after its construction in 1835.

Two natural features, the Potomac River and Packhorse ford (also referred to as Boetler's or Blackford's ford), played important roles in the history of Ferry Hill and Bridgeport. In the early days of exploration and settlement of the region, Packhorse ford provided one of only four natural river crossings along the Potomac. As travelers headed West and South from the

Northeast, the natural fords attracted early transportation routes and spurred nearby development. As a community grew on the Virginia side of the Potomac near Packhorse ford, the need for reliable transportation across the river increased in importance to local residents and merchants as well as regional travelers. By the time the first ferry was established in 1765 at the site that would later become known as Bridgeport, this area of the river was an established crossing site. Although the Potomac River was a barrier for land travel, it provided a water transportation route for agricultural and natural resource products from the country to the cities downstream. The establishment of the C&O Canal led to increased development at Bridgeport and better access to markets for the agricultural products from Ferry Hill.

EXISTING RESPONSE TO NATURAL FEATURES

The realignment of Maryland State Route 34 and construction of the James Rumsey Bridge in 1938 altered the physical landscape between Ferry Hill and Bridgeport. In addition, it ended the close association between the river crossing and Bridgeport. The road bypasses Bridgeport, and the bridge is elevated above the small community. There is no longer a need for travelers to stop, or even pause, at this side of the river. Current plans to replace the James Rumsey Bridge with a new bridge located slightly upstream will potentially have a further impact on the physical relationship between the historic site and the river. The new bridge will be taller and wider and will have a higher speed limit.

ANALYSIS: Moderate to Low Integrity

Although the agricultural, transportation, and commercial activities that tied the property to the River are no longer a part of the Ferry Hill and Bridgeport sites, the locations of the extant features have not changed. The mansion house, canal structures, and buildings in Bridgeport provide opportunities to interpret the historic associations between them and the Potomac River. Physical changes to the landscape between Ferry Hill and Bridgeport have impacted the clarity of the historic associations, reducing integrity.

Integrity Analysis

Component Landscape/ Character Areas	Contributing/ Non-contributing	Composit Integrity	*Location*	*Design*	*Setting*	*Materials*	*Workmanship*	*Feeling*	*Association*
Ferry Hill Place Component Landscape	Contributing	M/L	H	ML	ML	L	L	LM	LM
House	Contributing	H/M	H	M	M	HM	HM	ML	L
Yard	Contributing	M/L	M	L	ML	ML	L	ML	L
Wooded Hillside	Contributing	H/M	H	H	M	HM	H	M	L
Open Area	Contributing	M/L	M	L	L	M	L	LM	L
James Rumsey Bridge	Non-contributing								
Bridgeport Component Landscape	Contributing	M/L							
Village	Contributing	M/L	M	ML	ML	ML	ML	ML	ML
Canal	Contributing	M	H	H	M	H	H	ML	L
Wooded Hillside	Non-contributing								
Ferry Landing	Contributing	M/L	M	L	ML	L	L	L	L
Bridge Piers	Contributing	M/L	H	L	ML	ML	L	ML	L

Integrity Analysis abbreviations:
H = high
M = medium
L = low

Summary of Integrity

The overall level of integrity for the Ferry Hill and Bridgeport historic landscapes is medium to low. Many of the landscape characteristics have been altered considerably since the periods of significance. Even so, the existence of a number of key elements gives the site potential for communicating and representing important aspects of our cultural heritage. The mansion house, yard terrace, stone wall, views from the mansion house, canal-related features, structures and landscape elements in Bridgeport, historic bridge piers, and ferry landing site, all serve as tangible representatives of the Ferry Hill and Bridgeport sites when they prospered. Several intrusions to the historic scene can be altered or removed to increase the integrity of the property. Also, adjustments in land management can serve to modify the character of the area, thereby rendering it more representative of the period of significance.

The primary impact to historic integrity occurred with the construction of MD Highway 34 and the James Rumsey Bridge (1939). The project involved changes to topography, circulation, views, vegetation, land use, and spatial organization. The historic physical relationship between Ferry Hill and Bridgeport was severed with the construction of the road and bridge. Historically, Ferry Hill and Bridgeport were closely related in functions, and physical connections. With time the functions disappeared, but the physical connections remained until the road and bridge were constructed. The planned demolition and replacement of the James Rumsey Bridge, and alterations to MD Highway 34, will introduce new impacts to the site.

Major impacts to integrity at Ferry Hill include additions of structures and landscape elements, alterations to features, and the loss of contributing elements. Accrued additions, including the "entrance driveway," parking areas, buildings, alteration to the mansion house, sidewalks, masonry walls, and ornamental vegetation, compromise the landscape. Also, in the absence of outbuildings, gardens, cultivated fields, livestock, and domestic landscape elements, it is difficult to envision the historic site as an active agricultural property. Removal of non-contributing elements is essential to improve the integrity of the overall landscape. Finally, when adequate documentation exists, information regarding missing elements should be provided on site to assist visitors in visualizing the historic landscape.

The main impacts to integrity at Bridgeport include the loss of contributing elements and uses and the presence of the James Rumsey Bridge and its abutments; the altered topography, vegetation, and views; and MD Route 34.

PART I:
CHAPTER 4 ANALYSIS AND EVALUATION

Chapter 5:
Management Philosophy

PART II:
CHAPTER 5

MANAGEMENT PHILOSOPHY AND MANAGEMENT ISSUES

Management Philosophy

The publication *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* provides professional standards and guidance for treatments to cultural landscapes listed in or eligible for listing in the National Register of Historic Places. The document defines four types of treatment for historic landscapes including preservation, restoration, reconstruction, and rehabilitation.[96]

Generally, when developing an appropriate treatment approach for a historic site, a range is developed and considered. For reasons explained in the following paragraphs, the treatment alternatives described in Chapter 6 for the Ferry Hill site explore a range of levels of treatment within one philosophical approach, that of rehabilitation.

Preservation

Preservation involves applying measures to sustain the *existing* form, integrity, and materials of an historic property. This approach focuses upon stabilizing and protecting extant historic resources, rather than replacing missing elements. It is appropriate when a historic property is essentially intact and does not require extensive repair or replacement, depiction at one particular period of time is not appropriate, and when continuing or new use does not require additions or alterations.[97]

The Ferry Hill site is not eligible for preservation as a treatment approach due to three aspects of the current conditions of the site. First, the landscape has been manipulated extensively, permanently altering the vegetation, topography, land use, spatial organization, patterns of circulation, and views. Second, numerous historic features are absent. Finally, a number of non-contributing elements have been added since the period of significance ended. These factors result in a historic property that is not essentially intact and therefore not eligible for preservation treatment.

Restoration

Restoration is the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period in time. This includes reconstruction of missing features from the restoration period, and removal of features from all other

[96] Birnbaum, Charles A. and Christine Capella Peters, 1996. *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes.* Washington DC: Department of the Interior, National Park Service, 3-5.
[97] Ibid., 17-18.

periods. The approach can be considered only when the property's significance during a particular period of time outweighs the loss of extant elements from other historical periods, and when there is substantial physical and documentary evidence for the work, and when contemporary alterations and additions are not planned.[98]

The Ferry Hill site is not eligible for restoration as an overall treatment approach due to the site's long and overlapping periods of significance, the existence of *contributing* elements from different periods, and the lack of substantial evidence upon which restoration treatments could be based.

Reconstruction

Reconstruction is the act or process of using new construction to depict a non-surviving site, landscape, building, structure, or object as it appeared at a specific period of time in its historic location. The approach is appropriate only when the property's significance during a particular period of time outweighs the potential loss of extant features that characterize other historical periods. In addition, there must be substantial physical and documentary evidence for the work, and the work must be clearly identified as a contemporary re-creation.[99]

The Ferry Hill site is not eligible for reconstruction as an overall treatment approach due to the site's long and overlapping periods of significance, the existence of contributing elements from different periods, and the lack of substantial evidence upon which reconstruction of missing elements could be based.

Rehabilitation – Most Appropriate for Ferry Hill

The act or process of rehabilitation allows repairs, alterations, and additions necessary to enable a compatible use for a property as long as the portions or features that convey the historical, cultural, or architectural values are preserved. This approach is appropriate when depiction at one particular period of time is not appropriate, repair or replacement of deteriorated features is necessary, and alterations or additions are needed for a new use.[100]
Rehabilitation has been selected as the most appropriate management philosophy for the Ferry Hill site. The multiple periods of significance for the property, absence of key historic elements, existence of many non-contributing features, and extensive modifications to the landscape indicate a need for

[98] Ibid., 89-90.
[99] Ibid., 127-129.
[100] Ibid., 47-48.

flexibility in treatment that can be provided under the philosophical approach of rehabilitation.

Landscape Character Areas

The Ferry Hill historic landscape is made up of two component landscapes (see figure 5.1) that are subdivided into character areas (see figure 5.2).

Ferry Hill Component Landscape: includes the historic resources located on the upper plateau of the site. Major features are the Ferry Hill mansion house and the curved stone wall, as well as views across the river. This component landscape is made up of four character areas including:

- House and Yard - the area most closely associated with the mansion house, including the stone wall and sites of the former outbuildings and garden.
- Wooded Hillside - steep slope between the high plateau and the Potomac River.
- Open Area - open space within the view of the mansion house that was historically cultivated, orchard, or pasture.

Bridgeport Component Landscape: is made up of resources related to the small community of Bridgeport, the canal, and the historic bridges.

- Village - the structures, landscape features, and archeological resources clustered along the road at the base of the hill.
- Canal - structures, landscape features, and archeological resources associated with the C&O Canal.
- Wooded Hillside - densely vegetated and sloped area between the village and MD Route 34.
- Ferry Landing Site and Historic Bridge Piers - site where the ferry was located and structures in the Potomac River.
- Open Area - mix of sloped/level, open/wooded land that displays a rural character.
- James Rumsey Bridge - MD Route 34 and the bridge.

FIGURE 5.1: COMPONENT LANDSCAPES

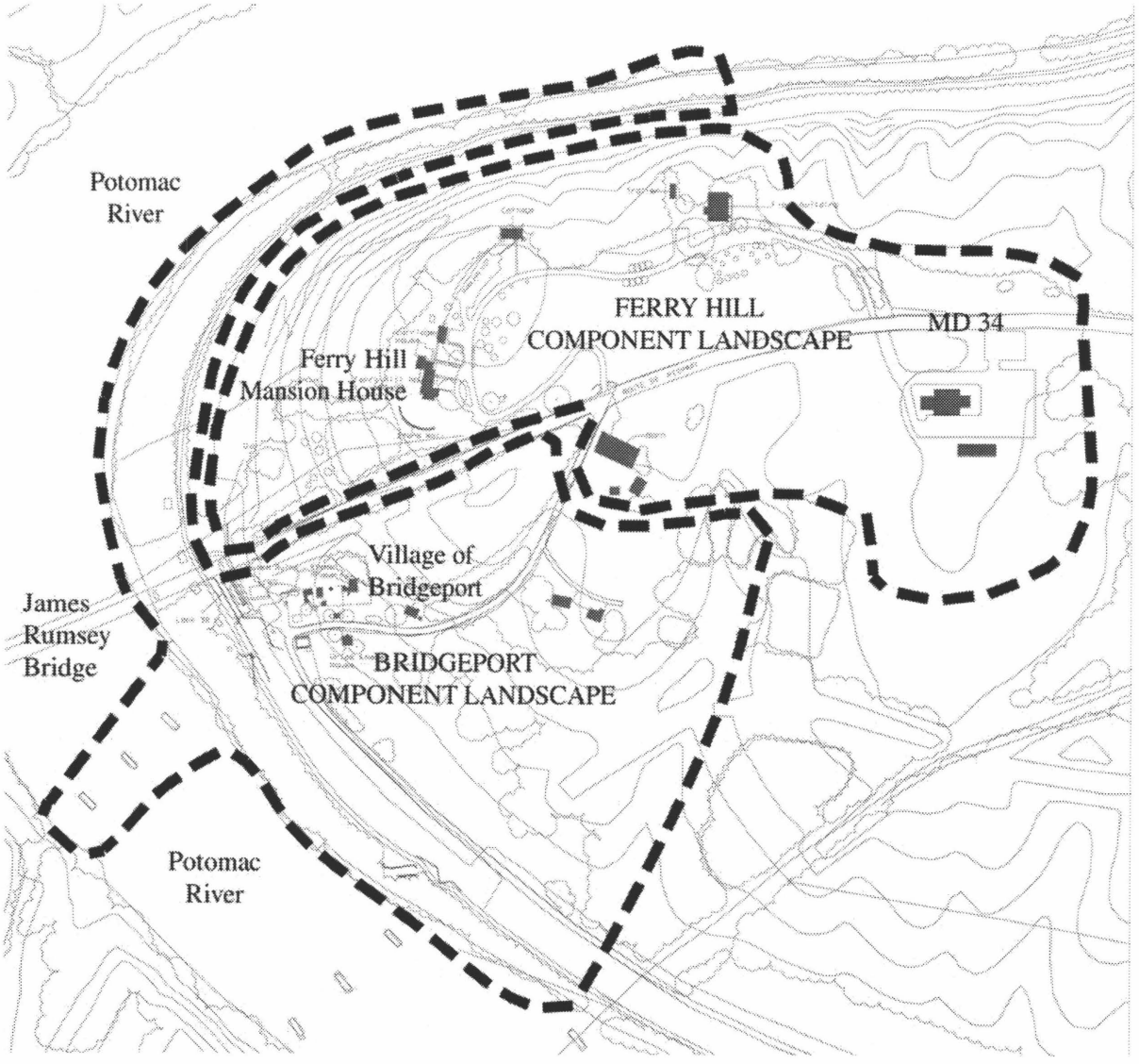
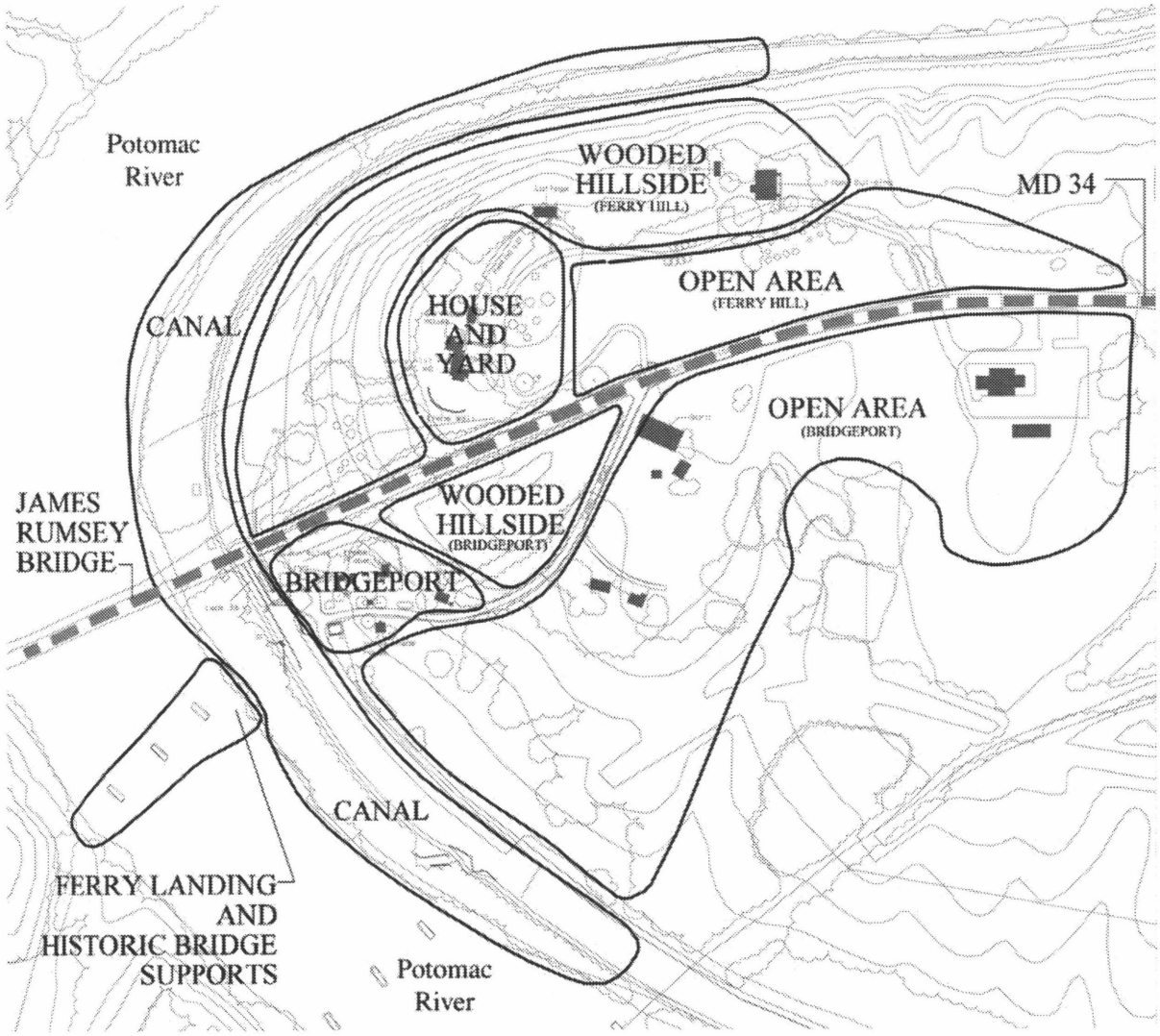


FIGURE 5.2: LANDSCAPE CHARACTER AREAS



Management Issues

Vegetation

Management Issue: While historic photographs and written journal accounts provide a general understanding of historic vegetation present during the period(s) of significance, documentary and physical evidence regarding specific species and locations of historic vegetation is minimal.

General Recommendations:

- Consider conducting archeological research to increase documentary evidence regarding historic vegetation within the historic core areas. If sufficient evidence is located to accurately identify the locations of the deciduous canopy trees that lined the entrance road, consider recreating this tree line by replanting trees.
- Consider vegetation in a broad context and manage relationships between open fields and woodland in most areas by preserving the current patterns of spatial organization.
- In areas where woody vegetation negatively impacts historic views, remove or prune selected vegetation to restore views when this can be done without impacting the rare plants that are located near Ferry Hill. Protect the rare plants near Ferry Hill by carefully evaluating any possible impacts to the species before undertaking any alterations to the existing vegetation. Monitor the habitat and health of the protected species.
- Maintain woody vegetation in areas where it positively impacts views by screening modern intrusions.
- Prepare a Natural Resource Management Plan for the site.

Topography

Management Issue: Extensive alterations to topography have occurred, greatly changing the functions and visual character of the landscape. In addition, future alterations to topography will occur during the construction of the new James Rumsey Bridge and realignment of MD Route 34.

General Recommendation: After completion of archeological investigations, reverse changes to topography where possible within the Ferry Hill historic core. Attempt to limit impacts to the site from the James Rumsey Bridge construction project by participating in the design process, and encouraging the minimization of grading for the project.

Land Use

Management Issue: Historic land use at Ferry Hill and Bridgeport included agriculture, war-related activities, commercial, transportation, and residential uses. All of these historic land uses cease to exist in their former capacity. Two of the Bridgeport residences are currently used for housing, and the property serves as a major transportation corridor. The remainder of the Bridgeport buildings are vacant. Until recently, the site served as the headquarters for the C&O Canal National Historical Park.

General Recommendations: Consider new uses for the site that will allow increased public access and interpretation of the property. Prepare Historic Structures Reports for the Ferry Hill Mansion house, the Barr house, the Blackford/Knode store and outbuildings, and the Knode house, to determine the most appropriate use and treatment for the structures. Consider rehabilitation of the Ferry Hill Mansion house for a visitor center or house museum. Prepare an Interpretive Plan for the site.

Spatial Organization

Management Issue: At Ferry Hill, numerous non-contributing buildings and elements exist that greatly reduce possibilities for understanding the historic spatial relationships. At Bridgeport, the main organizing feature of the community remains (the road), but very important connections to the canal and the river crossing (ferry or bridge) are difficult to envision.

General Recommendation: When possible, remove non-contributing buildings and elements. Provide indicators of historic elements when sufficient documentation exists.

Circulation

Management Issue: Three major historic vehicular circulation routes have been altered at the site. The historic farm entrance road, the original highway alignment, and the original river crossing routes have all been changed. All three routes were important to the form and functions of the historic landscape. Currently, it is difficult to distinguish the previous locations of these routes. Historic documentation and physical evidence regarding pedestrian circulation patterns are somewhat limited. Pedestrian links between the paved paths in Bridgeport and the canal towpath are ambiguous due to the unpaved parking lot situated between the two.

General Recommendations: Provide visual indicators and interpretive information showing the former alignment of the major vehicular circulation routes. Where possible, remove non-historic circulation routes. Provide a more direct pedestrian link from Bridgeport to the canal bridge that leads to the towpath.

Views

Management Issue: Historically, views toward the Ferry Hill mansion house, farm, and Bridgeport from the Potomac River and Shepherdstown were prominent. Ferry Hill served as a landmark. Also, views from the Ferry Hill mansion house to the river, its opposite bank, and the surrounding landscape, were an important part of the character of the historic landscape. Finally, views between Ferry Hill and Bridgeport were open and provided visual links for travelers, soldiers, and merchants. The Ferry Hill mansion house continues to serve as a landmark viewed from across the river, but is no longer visible from Bridgeport. Views from Ferry Hill toward Shepherdstown present a more modern landscape with contemporary structures beginning to dominate the view. In both directions, the James Rumsey Bridge and the changes to vegetation and topography resulting from the construction of the bridge, have altered views dramatically.

General Recommendations: Where possible without impacting any rare or endangered plants, their habitat, or designated buffer zones, restore desirable views by selectively pruning or removing vegetation. Be careful to prevent the creation of undesired views when restoring historic views. Also, screen undesired views (those that present modern intrusions to the scene, such as the highway and James Rumsey Bridge) using carefully designed masses of vegetation.

Buildings, Structures, and Small Scale Features

Management Issue: There are several non-contributing buildings and structures at the site. The Ferry Hill mansion house has been altered from its historic form. Also, several contributing buildings and elements in Bridgeport are in poor condition.

General Recommendations: Remove non-contributing buildings and structures. Prepare Historic Structures Reports for the Ferry Hill Mansion house, the Barr house, the Blackford/Knode store and outbuildings, and the Knode house. Manage the structures according to the recommendations provided in the reports.

Management Issue: The James Rumsey Bridge is being replaced with a new bridge, (located slightly upriver from the existing bridge), and a portion of MD 34 near the bridge abutments will be realigned. The new bridge will incorporate pedestrian access across the river. A plan of the proposed design is included in Appendix A. The design indicates that a large pedestrian overlook will be constructed on the downstream side of the bridge. Also, a pedestrian route that crosses under the bridge, then zig-zags down the hill (directly below the Ferry Hill mansion house) to the level of the towpath is indicated. Although the pedestrian overlook essentially utilizes the existing road alignment, the scale of this element in combination with the proposed road right of way is overpowering in comparison to the resources at Bridgeport and Ferry Hill. The overall project threatens to dwarf the historic resources, adversely impacting the character, views, topography, and vegetation, associated with the historic landscape. The construction of the pedestrian route may also negatively impact the woodland vegetation on the hillside, which includes several rare plant species. This project will increase the visibility of the road and bridge (by increasing their size and changing the topography and vegetation). Additionally, the construction process will temporarily impact Bridgeport, since the construction staging area will be located within the historic district.

General Recommendations: The management staff of the C&O Canal National Historical Park and the National Capital Regional Office should remain involved in the planning and design process for the bridge project. Encourage the design team to consider a lower-impact solution to pedestrian access as indicated in the recommended treatment plan. Monitor construction activities to ensure protection of cultural and natural resources.

Interpretation/Programming

Management Issue: Visitors to Ferry Hill and Bridgeport arrive by automobile from Shepherdstown and Sharpsburg as well as other regional destinations. Local visitors include joggers, bikers, and walkers who use the towpath, or will use the bicycle/pedestrian path on the new bridge. Regional visitors include bikers and hikers who are traveling along the C&O Canal towpath, and Civil War buffs who are interested in the Civil War history of the site (combining a visit to this site with their visits to Antietam, Shepherdstown and other local destinations). Removal of the C&O Canal National Historical Park headquarters has created an opportunity for this to be an interpreted site open to visitors.

General Recommendations:

- Prepare an interpretive plan for the site.

PART II: MANAGEMENT PHILOSOPHY AND MANAGEMENT ISSUES
CHAPTER 5

Chapter 6:

Treatment Alternatives

Treatment Alternative I: Rehabilitation with Minimal Intervention

General Concept:
The site would be minimally rehabilitated, with emphasis placed on removal of non-contributing features and stabilization of contributing elements. Desired open areas would be defined and maintained. Other areas would be allowed to succeed to woodland. Current spatial patterns would change resulting in a more enclosed, smaller-scale cultural landscape character. Visitor amenities would be minimal. Figure 6.1 illustrates the management zones defined for this alternative (Treatment Alternative I). Figure 6.2 is a schematic plan of site developments proposed in this alternative (Treatment Alternative I).

Ferry Hill Component Landscape Treatment Recommendations:

Ferry Hill Core Treatment Area
Description of the Area: This area includes the House and Yard and Open Area Character Areas associated with the Ferry Hill Component Landscape.

Treatment Recommendations:

- Remove non-contributing elements including: portions of the asphalt road, parking areas near the Ferry Hill mansion house and near the Flood building, entry gates and brick walls at current entrance, small-scale vegetation, sidewalks, non-contributing buildings.
- One non-contributing building, the cottage, should remain to provide office space for the NPS.
- The existing road that intersects with MD 34 near the American Legion site should remain as an access road for the site.
- The existing parking lot, between the garage and cottage, should remain.
- Maintain the Ferry Hill mansion house in its current configuration.
- Provide minimal visitor access to the house. Provide a paved, universally accessible, path between the parking lot and the house.
- Define the area to be mown around the Ferry Hill mansion house. Maintain as lawn.
- Other open areas should be meadows with tall grasses and forbs.
- Preserve the historic curved stone wall.

Wooded Hillside (North of MD 34)

Description of the Area: This area includes steep slopes between the Ferry Hill Core Treatment Area and the Potomac River. The Wooded Hillside zone includes part of a significant natural area that includes ten plant species that are rare in the state. The current pedestrian trail is impacting the rare plants.

Treatment Recommendations for Wooded Hillside:

- Develop a Natural Resource Management Plan to direct management of the plant community and the rare plants.
- Monitor the plant community and the rare plants.
- Maintain the existing pedestrian trail.
- Consider implementing methods to help minimize impacts to the rare plants.

Bridgeport Component Landscape Treatment Recommendations:

Bridgeport Core Treatment Area

Description of the Area: This area includes the Village and Ferry Landing site Character Areas associated with the Bridgeport Component Landscape.

Treatment Recommendations: Stabilize the structures and landscape elements in Bridgeport. Remove vegetation that is dying or dangerous (to people or structures). Allow visitors to experience this site as a "discovery site." Remove non-contributing elements, or locate them so that they do not interfere with the historic scene. Relocate or screen the portable toilets.

Canal and Towpath

Description of the Area: This area includes the structures, landscape features, and archeological resources associated with the C&O Canal.

Treatment Recommendations: Manage according to overall Canal treatment standards.

Highway and Bridge

Description of the Area: This includes the highway, MD 34, the James Rumsey Bridge, the proposed highway alignment, and the proposed new James Rumsey Bridge. It also includes the right-of-way, and areas where grading has or will occur for the road and bridge.

Treatment Recommendations:

- Minimize intersections with MD 34.
- Provide location for consolidation of visitor information signs at the vehicular entrance to the Ferry Hill site.
- Minimize impacts from the upcoming construction project by remaining involved in the design and planning process.
- Maintain existing vegetative screen, buffering views and noise from the road.
- Replace any vegetative buffer lost during the upcoming construction project.

Wooded Hillside (S. of MD 34)

Description of the Area: This is the densely vegetated, steeply sloping area located between MD 34 and Bridgeport.

Treatment Recommendations: Hands-off management. Allow the plant community to develop without human intervention.

Rural/Agricultural Buffer

Description of the Area: This area includes the "Open Area" Character Area associated with the Bridgeport Component Landscape. It is characterized by a mix of sloped and level, open and wooded land that conveys a rural, agricultural character. An American Legion hall and parking lot are located on MD 34 across from the Ferry Hill site. The property is privately owned.

Treatment Recommendations: No treatment recommended. This property will remain in private ownership and the park will not influence the future use, ownership, or appearance of the site.

FIGURE 6.1: MANAGEMENT ZONES
TREATMENT ALTERNATIVE I: Rehabilitation with Minimal Intervention

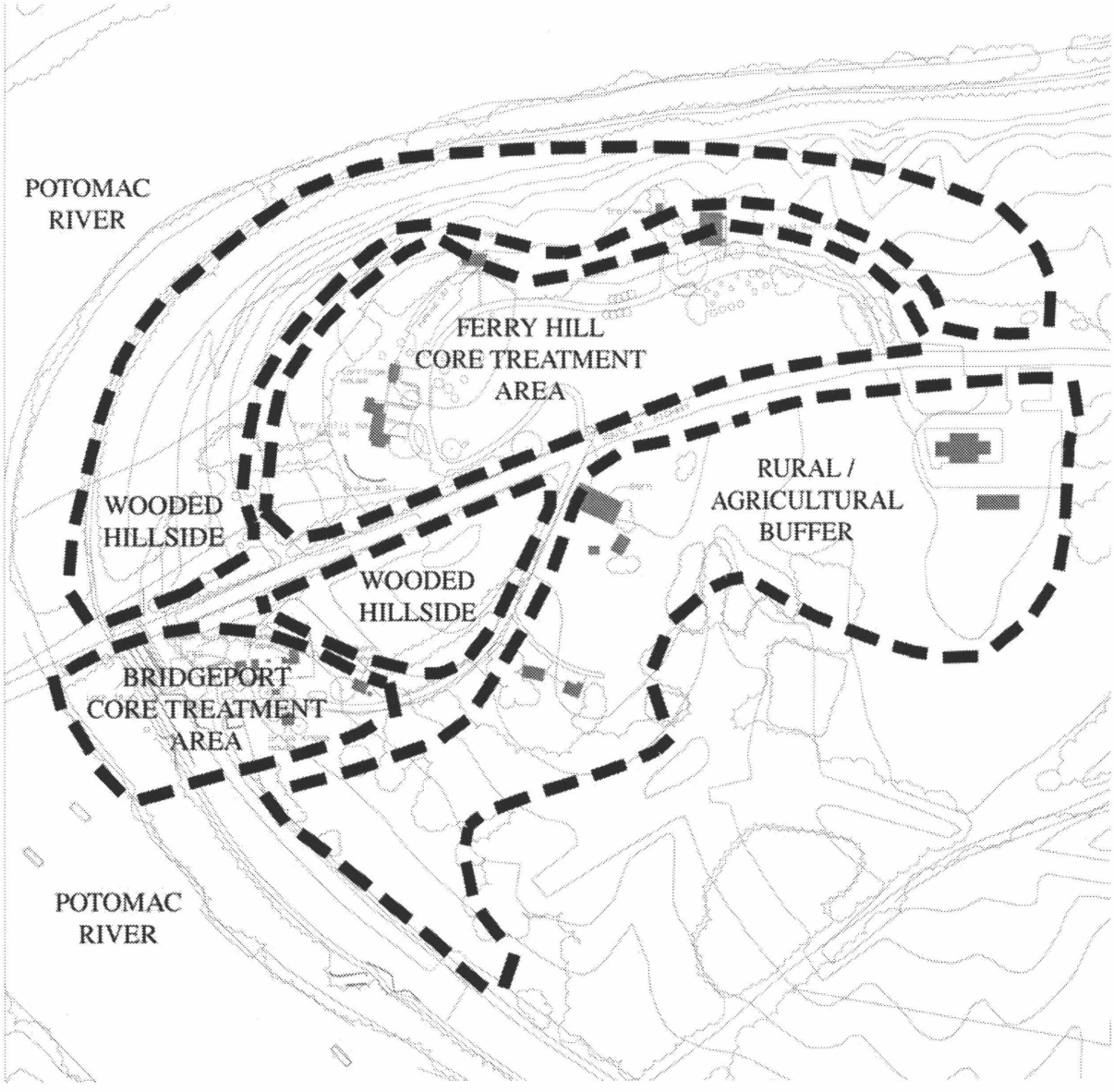
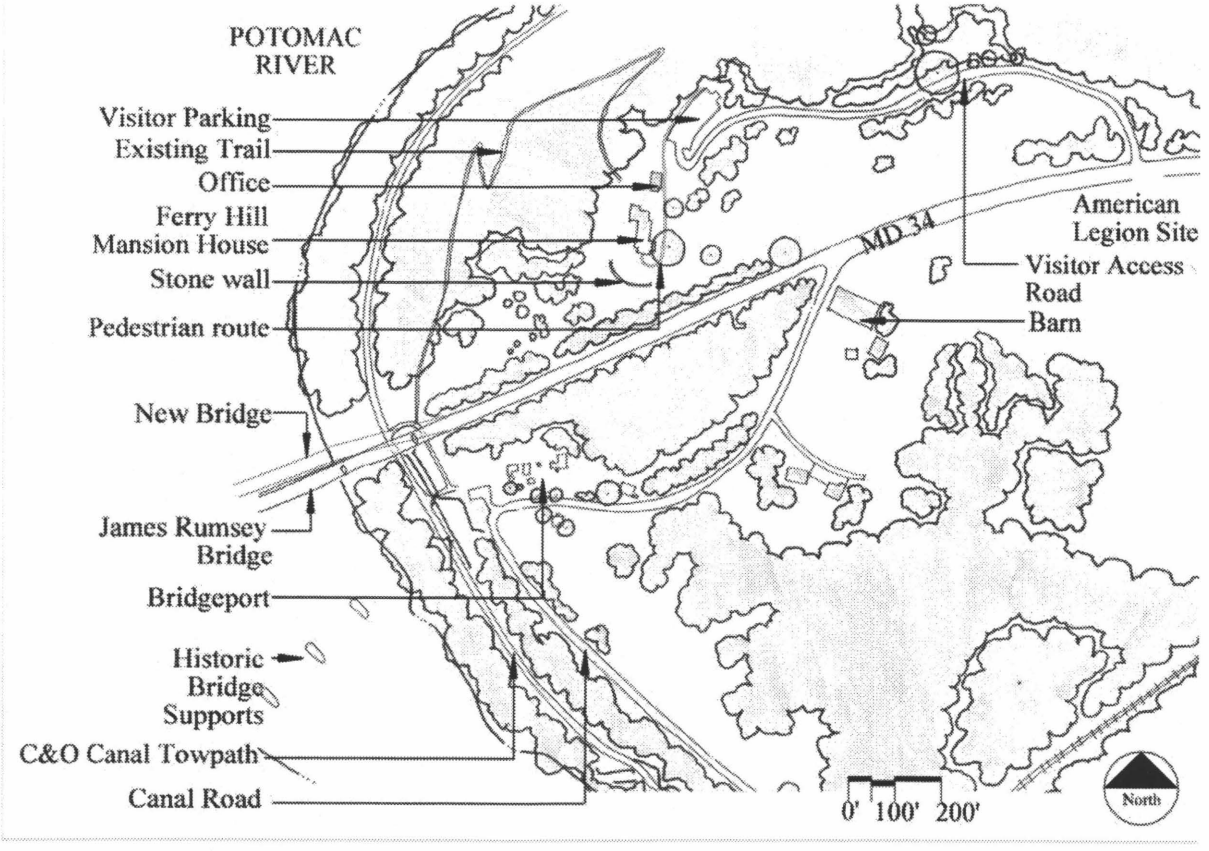


FIGURE 6.2: SCHEMATIC PLAN
TREATMENT ALTERNATIVE I: Rehabilitation with Minimal Intervention



Treatment Alternative II: Rehabilitation with Moderate Intervention

General Concept:
The site would be rehabilitated to a moderate level, with emphasis on removal of non-contributing elements, preservation and rehabilitation of significant historic buildings and elements, and clarifying historic relationships between extant features. Desired open and enclosed areas would be defined and maintained or cleared. To a great extent, the existing relationship between woodlands and open areas would be preserved. Visitor amenities would be moderate. Figure 6.3 illustrates the management zones defined for this alternative (Treatment Alternative II). Figure 6.4 is a schematic plan of site developments proposed in this alternative (Treatment Alternative II).

Ferry Hill Component Landscape Treatment Recommendations:

Ferry Hill Core Treatment Area

Description of the Area: This area includes the "House and Yard" Character Area, as well as the privately owned barn located on the south side of MD 34, and the land between the house and barn.

Treatment Recommendations:

- Remove non-contributing elements including: portions of the asphalt road, existing parking areas, entry gates and brick walls at current entrance, small scale vegetation, sidewalks, all non-contributing buildings.
- Construct an access road for the site that emulates the historic alignment of MD 34. The road will provide visitor vehicular access and parking.
- Provide a pedestrian route from the parking area to the Ferry Hill mansion house, following the alignment of the historic farm entrance drive.
- Establish a direct sight-line between the barn and the Ferry Hill mansion house. Remove non-historic elements within the sight-line. Remove non-contributing vegetation that obscures views between the barn and the Ferry Hill mansion house. Provide interpretive materials explaining that the original barn is no longer extant, but the existing barn approximates the historic barn's form and location.
- Restore the exterior of the Ferry Hill mansion house to its 1850-1870 appearance.
- Preserve the historic curved stone wall.

Open Field

Description of the Area: This area includes the "Open Area" Character Area that is part of the Ferry Hill Component Landscape.

Treatment Recommendations:

- Remove woody plants and other non-contributing elements.
- Develop a Meadow Management Plan, and manage this area accordingly.
- Maintain meadow and allow plants to grow tall, mowing once or twice a year. Consider establishing an agreement with a local farmer to cut this and the adjacent field located in the core treatment area for hay.

Open Slope

Description of the Area: This is the sloped area located in front of the Ferry Hill mansion house.

Treatment Recommendations:

- Maintain as a grass meadow, mowing two to four times each year.
- Remove woody species frequently to discourage their encroaching on views to and from the house.
- Provide a pedestrian link from the towpath across the wooded hillside and through this open slope to approach the front door of the Ferry Hill mansion house.
- Replace the existing overhead utility lines with underground lines.

Wooded Hillside (North of MD 34)

Description of the Area: This area includes steep slopes between the Ferry Hill Core Treatment Area and the Potomac River. The Wooded Hillside zone includes part of a significant natural area that includes ten plant species that are rare in the state. The current pedestrian trail is impacting the rare plants.

Treatment Recommendations for Wooded Hillside:

- Develop a Natural Resource Management Plan to direct management of the plant community and the rare plants.
- Monitor the plant community and the rare plants.
- Consider implementing methods to help minimize impacts to the rare plants.
- Redesign and construct a safe (but not universally accessible) pedestrian trail through this zone. This will replace the existing trail that is very steep and narrow in

several places. To achieve this, the trail should hug the contours of the slope and use a series of switchbacks. Carefully survey the route to determine the most appropriate layout of the trail.

- Maintain the towpath and preserve the canal and canal associated features.

Bridgeport Component Landscape Treatment Recommendations:

Bridgeport Core Treatment Area

Description of the Area: Includes the Village Character Area, as well as the adjacent Canal and the historic bridge piers.

Treatment Recommendations:

- Stabilize the extant structures and landscape elements in Bridgeport.
- Remove vegetation that is dying or dangerous (to people or structures).
- Allow visitors to experience this site as a "discovery site."
- Remove non-contributing elements, or locate them so that they do not interfere with the historic scene.
- Relocate or screen the portable toilets.
- Reconfigure the parking lot and provide a comfortable pedestrian link between the village and the pedestrian bridge that crosses over the canal.
- Attempt to re-establish a view of the Ferry Hill mansion house from the canal or the village.

Wooded Area (South of MD 34)

Description of the Area: A densely vegetated, steeply sloping area located between MD 34 and Bridgeport.

Treatment Recommendations: Selectively prune or remove trees to re-establish a limited view between the canal or the village and the Ferry Hill mansion house. Carefully consider any removal and weigh potential disadvantages associated with opening views to the highway before implementing this recommendation.

Canal and River (South of MD 34)

Description of the Area: The C&O Canal, its associated features, and the historic railroad bridge piers.

Treatment Recommendations:

- Preserve the canal, towpath, and associated features.
- Preserve the historic railroad bridge piers.

- Manage views to the Ferry Hill core treatment area and to the Potomac River by selectively pruning or removing trees and shrubs.

Rural/Agricultural Buffer

Description of the Area: This area includes the "Open Area" Character Area associated with the Bridgeport Component Landscape. It is characterized by a mix of sloped and level, open and wooded land that conveys a rural, agricultural character. The property is privately owned. Contemporary developments include an American Legion Hall, and a small cluster of residential/ agricultural buildings.

Treatment Recommendations:

- Screen development -- Negotiate an agreement with the property owners to allow the installation of vegetation to screen views of the American Legion Hall and parking lot from MD 34 and the Ferry Hill site.
- Negotiate agreement with owner of residential/ agricultural buildings to provide a vegetative screen to block views toward this contemporary development.
- Develop a Meadow Management Plan to determine appropriate management of the fields.
- Consider negotiating an agreement with the property owner to protect the visual character of the landscape.

FIGURE 6.3: MANAGEMENT ZONES
TREATMENT ALTERNATIVE II: Rehabilitation with Moderate Intervention

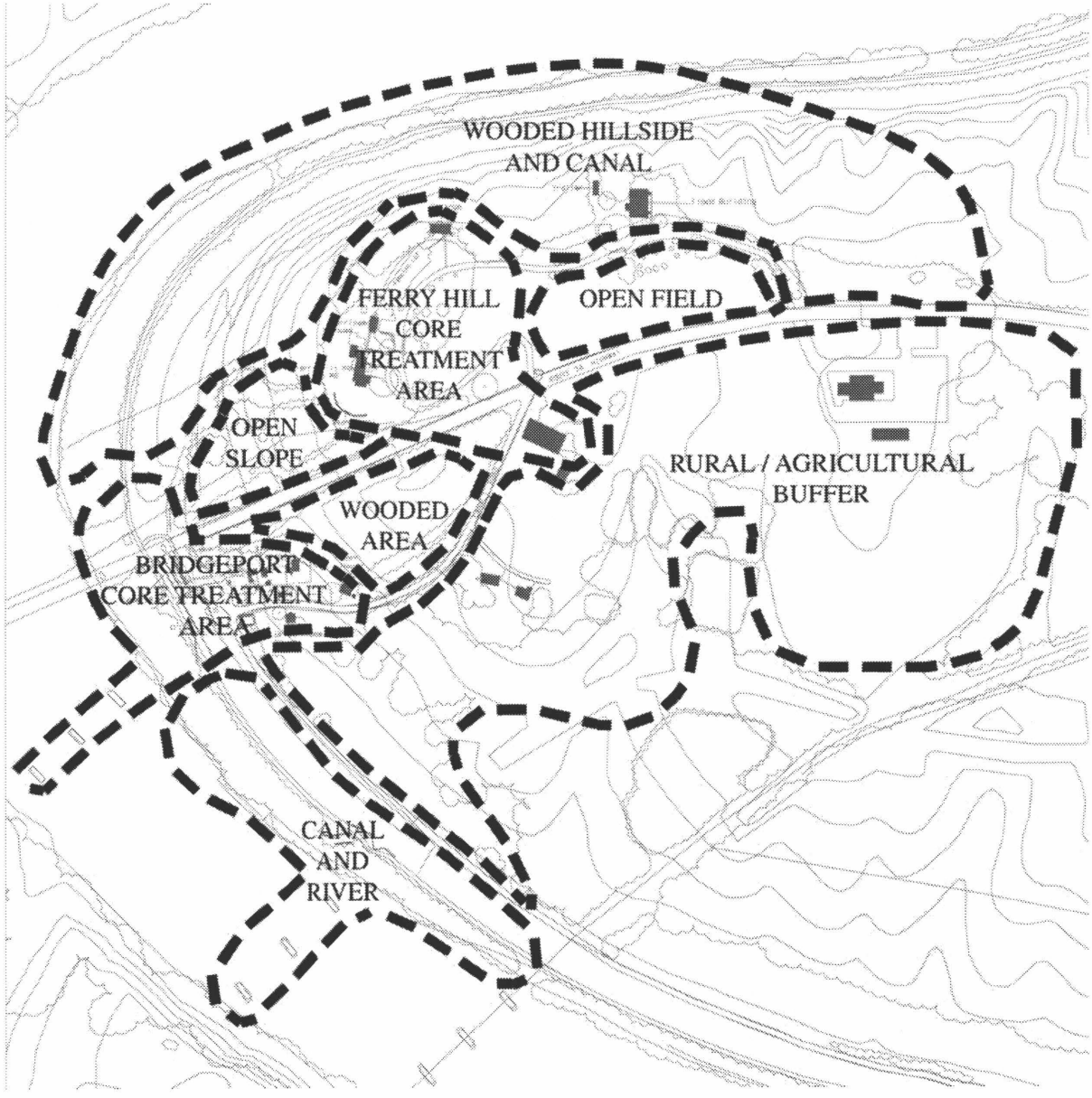
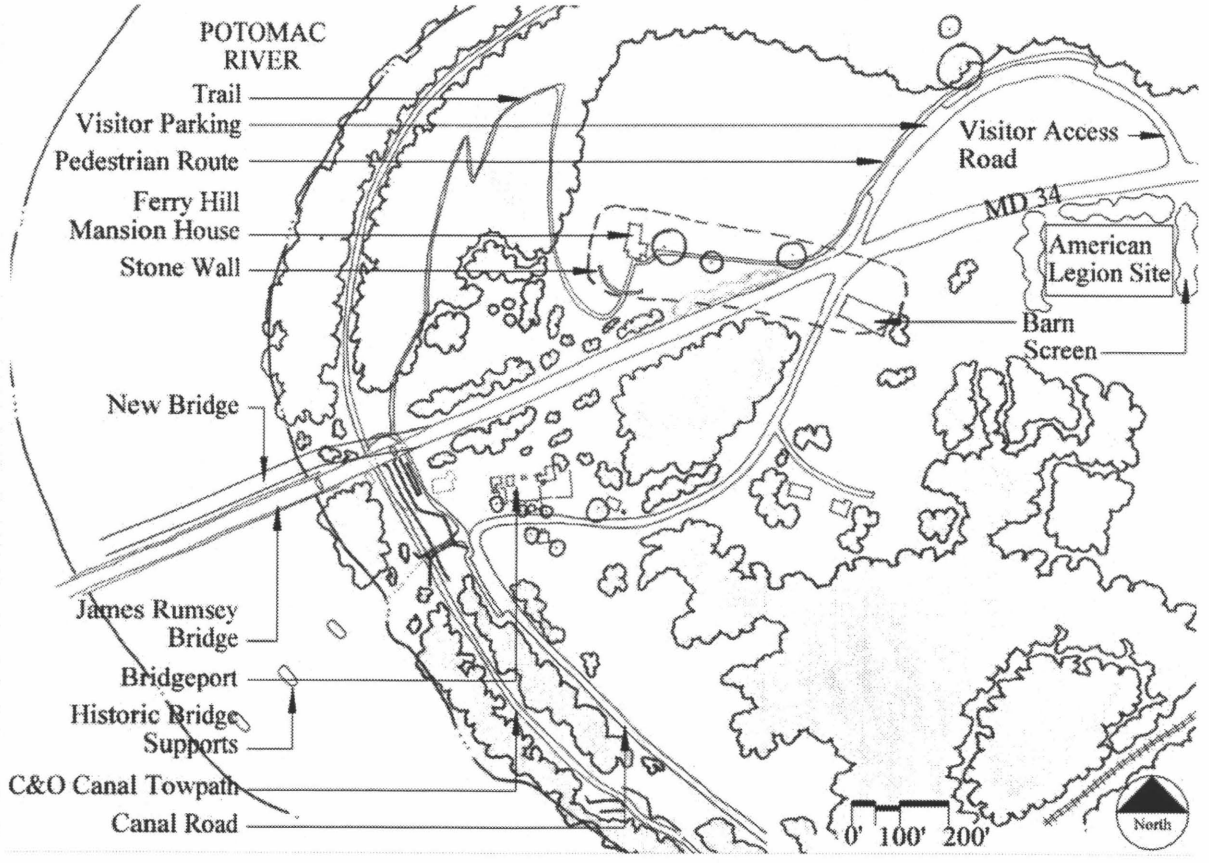


FIGURE 6.4: SCHEMATIC PLAN
TREATMENT ALTERNATIVE II: Rehabilitation with Moderate Intervention



Treatment Alternative III: Rehabilitation with Maximum Intervention

General Concept:
The site would be rehabilitated through removal of non-contributing features, preservation of extant structures and elements, and restoration of key landscape elements and agricultural land use. Views between landmark features would be cleared. This approach would improve the legibility of the historic landscape by restoring historic agricultural use and spatial relationships. The open character would also increase the visual and auditory impacts to the site presented by the highway and James Rumsey Bridge. Visitor amenities would be moderate. Figure 6.5 illustrates the management zones defined for this alternative (Treatment Alternative III). Figure 6.6 is a schematic plan of site developments proposed in this alternative (Treatment Alternative III).

Ferry Hill Component Landscape Treatment Recommendations:

Ferry Hill Core Treatment Area
Description of the Area: This area includes the "House and Yard" Character Area, as well as the privately owned barn located on the south side of MD 34, and the land between the house and barn. It also includes a portion of the Open Area Character Area associated with the Ferry Hill Component Landscape.

Treatment Recommendations:

- Selectively remove non-contributing buildings, structures, plants, and landscape elements.
- Construct an access road for the site that emulates the historic alignment of MD 34. The road will provide visitor vehicular access and parking.
- Provide an accessible pedestrian route from the parking area to the Ferry Hill mansion house, following the alignment of the historic farm entrance drive.
- Establish a direct sight-line between the barn and the Ferry Hill mansion house. Remove non-historic elements within the sight-line. Remove non-contributing vegetation that obscures views between the barn and the Ferry Hill mansion house. Provide interpretation explaining that the original barn is no longer extant, but the existing barn approximates the historic barn's form and location.
- Restore the exterior of the Ferry Hill mansion house to its 1850-1870 appearance.
- Conduct archeological investigations to determine the

locations of the garden, the farm entrance road, fences, cultivated fields and significant trees.
- Restore the trees, garden, fences, alignment of the farm entrance road, and cultivated fields where sufficient evidence exists.
- Preserve the curved stone wall.

Wooded Hillside (North of MD 34)

Description of the Area: This area includes steep slopes between the Ferry Hill Core Treatment Area and the Potomac River. The Wooded Hillside zone includes part of a significant natural area that includes ten plant species that are rare in the state. The current pedestrian trail is impacting the rare plants.

Treatment Recommendations for Wooded Hillside:
- Develop a Natural Resource Management Plan to direct management of the plant community and the rare plants.
- Monitor the plant community and the rare plants.
- Maintain the existing pedestrian trail.
- Consider implementing methods to help minimize impacts to the rare plants.

Canal and Towpath Zone A

Description of the Area: The C&O Canal, towpath, and associated features in close proximity to the core treatment areas.

Treatment Recommendations: Selectively remove woody vegetation in this zone to recreate the open character that existed historically and to restore views throughout the area, and maintain as a meadow.

Canal and Towpath Zone B

Description of the Area: The C&O Canal, towpath, and associated features upriver from the core treatment areas.

Treatment Recommendations: Manage according to the overall C&O Canal treatment approach. Continue hands-off management of vegetation, allowing the native plant community to develop.

Historic Viewshed View Management Zone

Description of the Area: This zone includes steep slopes between the Ferry Hill Core Treatment Area and the Potomac River. The zone does not contain rare plants. Overhead power lines are located in the zone. The power lines negatively impact historic views to and from the Ferry Hill mansion house.

Treatment Recommendations for View Management Zone:

- Convert the overhead power lines to underground lines.
- Manage vegetation within this zone to emphasize historic views when possible.
- Consider selective removal of woody vegetation to open the area and views. This open character will also allow views and sounds from the highway to more intensely permeate the historic sites. Carefully weigh the potential positive and negative impacts of removing vegetation before undertaking this action.
- Do not remove vegetation that is stabilizing the extremely steep slopes that have been created through the construction of MD 34 and the James Rumsey Bridge.

Bridgeport Component Landscape Treatment Recommendations:

Bridgeport Core Treatment Area

Description of the Area: Includes the Village Character Area, as well as the adjacent Canal.

Treatment Recommendations:

- Stabilize the extant structures and landscape elements in Bridgeport.
- Remove vegetation that is dying or dangerous (to people or structures).
- Remove vegetation that obstructs views to the Ferry Hill mansion house and to the Potomac River.
- Develop an interpretive program, such as a walking tour brochure, to provide visitors with information about the history of the site.
- Remove non-contributing elements, or locate them so that they do not interfere with the historic scene.
- Develop a parking lot along Canal Road near the Shepherdstown River Lock.
- Construct a pedestrian bridge spanning the canal to provide access from the parking lot to the towpath.
- Relocate the portable toilets near the proposed parking lot on Canal Road.
- Remove the parking lot at Bridgeport, and provide a pedestrian link from Bridgeport to the canal pedestrian bridge. Also, provide an interpretive exhibit focused on the history of Bridgeport in this area.
- Re-establish a view from the canal and the Village to the Ferry Hill mansion house.

Rural / Agricultural Buffer

Description of the Area: This area includes the "Open Area" Character Area associated with the Bridgeport Component Landscape. It also includes the Open Area Character Area associated with the Ferry Hill Component Landscape. It is characterized by a mix of sloped and level, open and wooded land that conveys a rural, agricultural character. The majority of the property is privately owned.

Treatment Recommendations:

- Purchase this land, or negotiate a management agreement with the owners to ensure that the historic agricultural character will be restored.
- Remove non-contributing buildings and landscape elements (including the American Legion Hall, parking lot, contemporary residences, and outbuilding).
- Screen development -- Negotiate an agreement with the property owners to allow the installation of vegetation to screen views of the building and parking lot from MD 34 and the Ferry Hill site.
- Develop a Meadow Management Plan to determine appropriate management of the fields.

Historic Bridge and Ferry Site

Description of the Area: This area includes the historic ferry landing site, and the extant historic bridge related elements.

Treatment Recommendations: Consider re-establishing a seasonal Potomac River crossing for pedestrians and bicyclists. Provide seasonal ferry service across the river, and interpret the historic transportation route with guided talks and signs.

FIGURE 6.5: MANAGEMENT ZONES
TREATMENT ALTERNATIVE III: Rehabilitation with Maximum Intervention

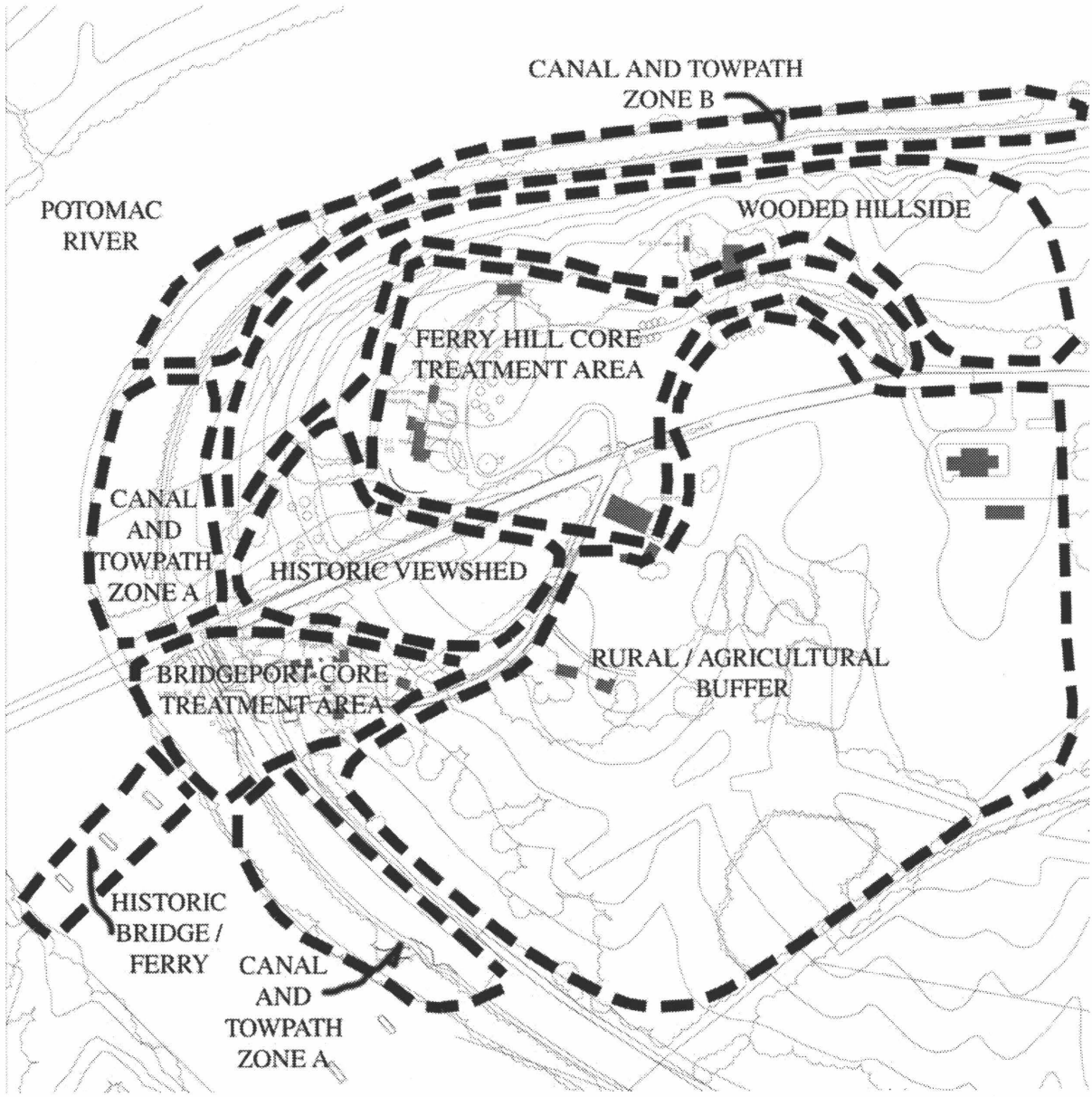
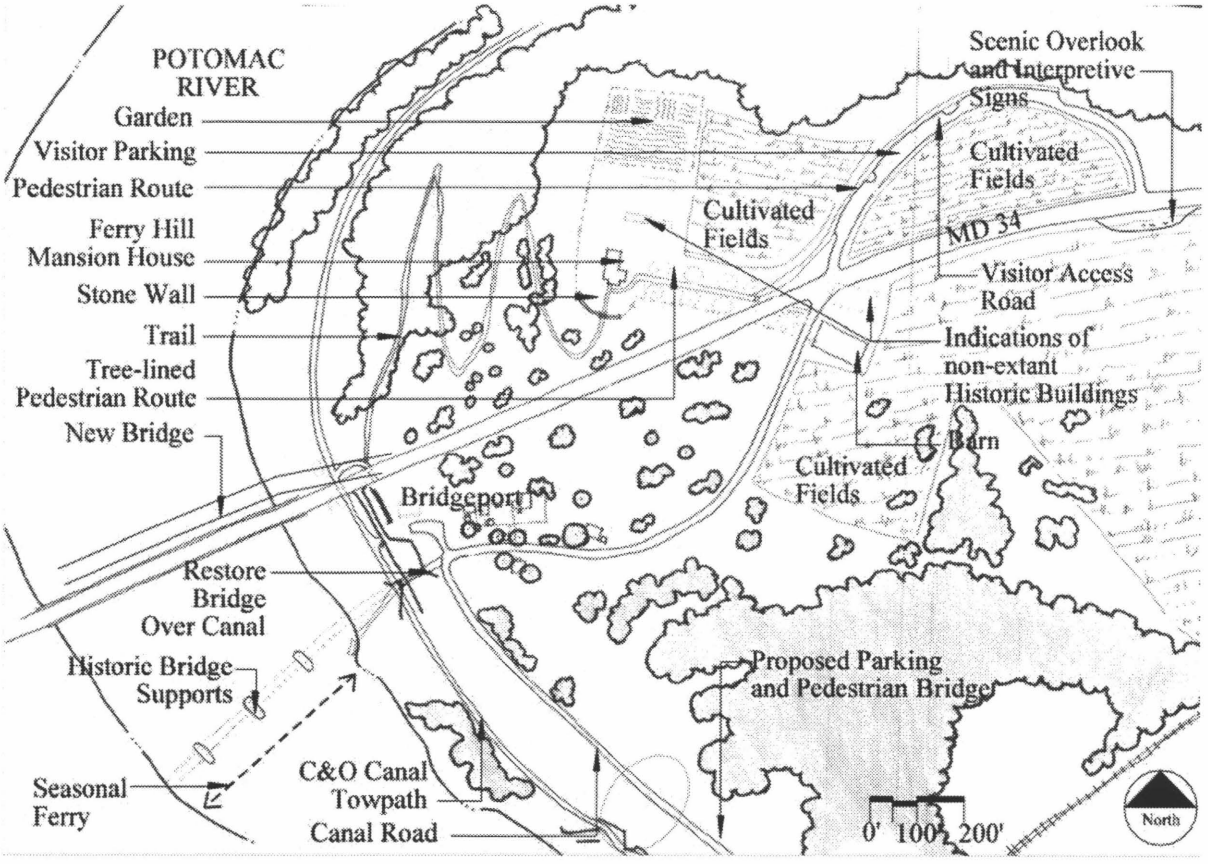


FIGURE 6.6: SCHEMATIC PLAN
TREATMENT ALTERNATIVE III: Rehabilitation with Maximum Intervention



This page intentionally left blank.

Chapter 7:

Recommended Treatment Plan

Recommended Treatment

General Concept:

The recommended treatment for the historic landscapes at Ferry Hill and Bridgeport is rehabilitation. Similar to Treatment Alternative II, proposed rehabilitation is at a moderate level, with emphasis on removal of non-contributing elements, preservation and rehabilitation of significant historic buildings and elements, and clarification of the historic relationships between extant features.

Based on a predicted moderate visitation level for the site, recommended visitor amenities are moderate. Vehicular access and parking are provided at both Ferry Hill and Bridgeport. Pedestrian access between the two areas and connections to the C&O Canal towpath and Shepherdstown are proposed. Pedestrian routes through the historic cores of both sites are provided to allow visitors to get close to the historic structures and landscape elements. Comfort station facilities are proposed for both sites, although at Bridgeport these are minimal. Outside of the core historic areas, broader landscape management recommendations are intended to increase the integrity of views and overall character of the landscape. Desired open and enclosed areas are defined to be maintained or cleared. To a great extent, the existing relationship between woodlands and open areas is preserved.

While this Cultural Landscape Report addresses the *landscapes* at Ferry Hill and Bridgeport, additional research is necessary to determine the most appropriate interpretive approach for the site, and to guide the use and management of the extant historic structures. Historic Structures Reports (HSRs) are necessary to determine the most appropriate use and management approaches for the Ferry Hill mansion house, Barr house, Blackford/Knode store and outbuildings, and the Knode house. It is also recommended that an Interpretive Plan be prepared to determine the most appropriate interpretive approach for the site. It should be done as soon as possible, after the Cultural Landscape Report is approved, and the HSRs for the structures are complete. Although Ferry Hill and Bridgeport are not major destination points, their relationships and close proximity to Antietam, Shepherdstown, and the C&O Canal, result in a high level of potential visitor use in the area. The management zones and recommended treatment plan for the cultural landscape presented herein presume a moderate visitation level for the overall site. The Interpretive Plan should provide realistic predictions for quantities and types of visitors that may use the site, as well as a detailed interpretive program.

Management Zones

Ferry Hill Core Treatment Area:

Description of the Area: This area includes the upper site surrounding the Ferry Hill mansion house. Historically this area included numerous outbuildings, and domestic and agricultural landscape features. It currently includes: the Ferry Hill mansion house, the extant curved stone retaining wall; expansive views of the surrounding landscape, the Potomac River, and Shepherdstown; and a number of non-contributing elements.

Treatment Recommendations:

- Remove non-contributing elements including: the cottage, the garage, the paved entrance road, the sidewalks near the Ferry Hill mansion house and cottage, and the short brick walls along the sidewalk near the mansion house.
- Maintain a lawn in the core area around the Ferry Hill mansion house as indicated on the recommended treatment plan. Mow existing grasses on a regular basis. Do not use herbicides or pesticides on the lawn.
- Prepare a Meadow Management Plan to direct management of the open spaces. Establish open field vegetation (meadow) using native grasses and forbs. Control woody species to maintain open fields.
- Conduct archeological investigations to determine location of driveway, fence, ornamental trees, garden, outbuildings, and orchard—if located, provide hints regarding their historic locations to visitors. Consider using ground-level markers to indicate historic building, fence, and road locations. Consider planting vegetation to emulate historic vegetation patterns.
- When archeological investigations are complete, smooth out grades at sites of removed non-contributing buildings and removed non-contributing entrance driveway. Attempt to do this by filling, and avoid cutting areas that may contain archeological resources. Attempt to emulate the topographic character present in the historic photographs.
- Preserve the historic curved stone wall.

Ferry Hill Mansion House

- Prepare a Historic Structures Report for the Ferry Hill mansion house and follow recommendations for treatment provided. When preparing the HSR, consider using the building to provide a visitor contact station, including restrooms, museum/exhibit space, and NPS personal offices.

Circulation

- Provide visitor parking outside of the historic core.
- Provide a pedestrian route from the parking to the Ferry Hill mansion house. Follow the route of the historic driveway where possible. The route should be universally accessible, maintaining a slope of less than 5%. Use material such as a soil stabilizer that simulates the appearance of the towpath and dirt surface.
- Provide a pedestrian route from the curved stone wall to Bridgeport.

Curved Stone Wall

- Preserve the extant portions of the stone retaining wall and steps. Remove woody vegetation that is impacting the structural integrity of the wall. Repair the steps and allow visitors to use them.
- Attempt to locate additional portions of the stone wall by conducting archeological investigations. If successful, provide subtle indicators of the wall locations to help visitors understand its original size and location.

Mature Deciduous Trees Near House

- Although the ages of these trees are not known, their mature size emphasizes a historic feeling at the site. The trees may be aligned with the original farm entrance road. Preserve the trees and maintain them by pruning dead and dangerous limbs and monitoring their health.
- Consider adding maple trees along the entrance road alignment.

Small Scale Vegetation

- Remove shrubs and small trees that have been added around the house and along the road. These plants are confusing to the visitor—implying that similar plants, or arrangements of plants, may have existed during the period of significance. It is unknown what ornamental plants were grown during the period of significance.
- Indicate the general area where garden and orchard were located. Consider using an interpretive sign, brochure map, or mown area in the meadow to provide this information.

Views

- After the completion of the new bridge and the realignment of MD 34, consider the positive and negative impacts associated with restoring views.

- If positive impacts outweigh negative impacts, attempt to provide visual links between the Ferry Hill mansion house and the Potomac River and ferry landing site (use the extant historic bridge piers for visual cues).
- If positive impacts outweigh negative impacts, provide views of the Ferry Hill mansion house and Bridgeport from the Potomac River and the ferry landing site on the Shepherdstown side of the river.

Interpretation

- Prepare an Interpretive Plan to determine the most appropriate interpretive approach for the site. The plan should be undertaken as soon as possible, after the Cultural Landscape Report is approved, and the HSRs for the structures are complete.
- Determine projected visitation levels.
- Determine interpretive themes (consider agriculture, transportation, the Civil War, and the Underground Railroad).
- Consider providing an interpretive brochure that explains what is known of the historic layout of the property and indicates major differences (elements added or missing).
- Consider implementing a self-guided walking tour of the Ferry Hill site that emphasizes the dominance of views to and from the house, relationships between the house and Bridgeport, the historic road alignment, and historic locations of non-extant buildings, circulation routes, fences, gardens, and plants.

Ferry Hill Secondary Zone

Description of the Area: This area includes the landscape to the East of the Core Treatment Area, and North of the current alignment of MD 34. Historically, the road to Bridgeport came through this area and made a steep turn, providing the major transportation route and defining the spatial arrangements of the agricultural landscape. Currently, the area includes the modern driveway, several non-contributing buildings and associated elements, and non-contributing vegetation along the edge of the driveway.

Treatment Recommendations:

- Remove non-contributing elements including: portions of the existing paved road, the brick entrance walls and iron gate, the flood building, the trailers, sidewalks, boardwalks, ornamental plants, and parking associated with these buildings.

- Construct a new paved entrance road that follows the alignment of the historic road up to Route 34. Include "pull-off" parking along the road.
- At the bend, provide an indication of the historic road alignment. Consider maintaining a mown path to indicate the historic road location.
- Vary the materials used along the entrance road to indicate historic and non-historic routes. Provide interpretive materials explaining the meaning of the paving materials.
- Provide a pull-off opposite the new entrance road to the Ferry Hill mansion house. Relocate the historical markers that are scattered along MD 34 in this area to the pull-off site.
- Provide a secondary entrance to allow safe access to and from the site.
- Provide a pedestrian route from the parking lot to the Ferry Hill mansion house. Follow the route of the historic driveway where possible.
- Preserve the historic oak near the flood building. Protect the tree from any construction activities or other work that might compact the soil in its root zone. Monitor the health of the tree, and prune dead and dangerous limbs. Cut or remove woody vegetation that grows near the tree.
- Remove shrubs and small trees on the south side of the new entrance road.
- Provide site identifier signs announcing the site, and indicating the entrance road locations.
- Prepare an Open Field Management Plan to direct management of open spaces. In the area between MD 34 and the new park entrance road, establish open field vegetation (meadow) using native grasses and forbs.
- In the area to the north and east of the new entrance road, allow native woodland vegetation to develop.

Bridgeport Core Treatment Area

Description of the Area: This area includes the extant structures and archeological resources related to the community of Bridgeport, the historic bridge pier, Lock 38, and the historic bridge abutments.

Treatment Recommendations:

Structures

- Prepare Historic Structures Reports for the Barr house, the Blackford/Knode store, and the Knode house and

outbuildings. Treat the buildings as recommended in the Historic Structures Reports.

Circulation

- Reconfigure the parking lot as indicated in the Recommended Treatment Plan.
- Construct a new parking lot along Canal Road as indicated in the Recommended Treatment Plan.
- Construct a pedestrian/equestrian bridge to provide access over the canal between the towpath and the new parking lot.
- Consider providing seasonal pedestrian/bike ferry service across the Potomac River to Shepherdstown at the historic ferry landing site.
- Stabilize the historic bridge piers.
- Maintain the C&O Canal towpath as a regional trail.
- Provide a connection to a pedestrian route from the Ferry Hill mansion house.
- Construct a pedestrian route connecting the new Shepherdstown bridge sidewalk to Bridgeport.

Interpretation

- Prepare an Interpretive Plan to determine the most appropriate interpretive approach for the site. The plan should be undertaken as soon as possible, after the Cultural Landscape Report is approved, and the HSRs for the structures are complete.
- Determine projected visitation levels.
- Determine interpretive themes (consider regional transportation and commerce, agriculture, the Civil War, and the Underground Railroad).
- Consider providing an interpretive brochure that explains what is known of the historic layout of the property and indicates major differences (elements added or missing).
- Consider providing interpretive signs near the parking lot with information about Bridgeport, the ferry, Lock 38, and Ferry Hill.
- Consider encouraging self-guided visitor tours of Bridgeport.
- Consider constructing an interpretive exhibit at the Tavern/Ferry Inn site, providing information regarding the building's historic appearance and function.
- Consider interpreting the ferry landing.
- Consider incorporating a rustic comfort station into the Knode barn.

- Consider utilizing the Blackford/Knode store as a small indoor exhibit space displaying historic photographs, maps, journal entries, and other items documenting the history of the small community.

Views

- After the completion of the realignment of MD 34 and the new bridge, consider the positive and negative impacts associated with restoring views.
- If positive impacts outweigh negative impacts, restore limited visual links between Ferry Hill and Bridgeport by selectively pruning or removing vegetation. Use caution to avoid increasing undesired views of MD 34 and related traffic.
- If positive impacts outweigh negative impacts, provide visual links between Bridgeport and the Potomac River at the historic ferry landing site.

Canal and Towpath Area

Description of the Area: This area includes the historic C&O Canal and towpath, the other related historic resources, the berm side of the canal, and the land between the towpath and the Potomac River.

Treatment Recommendations:

- Management and treatment within this zone should be consistent with the overall canal treatment.
- Vegetation – allow woods to develop, monitor and remove exotic species when they become invasive.
- As indicated in the Recommended Treatment Plan, provide a new parking lot and pedestrian bridge crossing the canal along Canal Road south of the railroad bridge.

Wooded Hillside North of MD 34

Description of the Area: The area includes steep slopes between the Ferry Hill Core Treatment Area and the Potomac River. This zone includes part of a significant natural area that contains ten plant species that are rare in the state.

Treatment Recommendations:

- Establish a safe (but not universally accessible) pedestrian trail through this zone. This will replace the existing trail that is very steep and narrow in several places. To achieve this, the trail should hug the contours of the slope and use a series of switchbacks. Carefully survey the route to determine the most appropriate layout of the trail.
- The trail should be four feet wide, with a slope between 2% and 15%. The surface material used should have a natural appearance.
- Monitor the threatened, endangered, and watchlist species to determine if they are increasing, declining, or maintaining their population. Also, monitor exotic and invasive species within this zone, and changes to the overall plant community.
- For the most part, management of vegetation in this area should use a hands-off approach. Exceptions include:
  1. Prune or remove trees that become hazards to visitors.
  2. Develop an exotic/invasive plant management plan and implement it in this area.
  3. Manage vegetation (prune, remove) along the pedestrian trail to allow easy access. (Prune branches below 7' high that reach across the trail.)

Wooded Hillside South of MD 34

Description of the Area: The area includes the densely vegetated slopes between MD Route 34 and Bridgeport and Canal Road. The vegetation acts as a buffer, screening the road and traffic. The slope in this area is steeper than it was historically; it was changed when MD Route 34 and the James Rumsey Bridge were constructed.

Treatment Recommendations:

- After MD 34 has been realigned and the new bridge has been constructed, consider opening limited views between Ferry Hill and Bridgeport. Carefully weigh the positive and negative impacts of this action before implementing it. To restore views, selectively prune or remove vegetation between the Ferry Hill mansion house and Bridgeport.

Rural Character Buffer Zone

Description of the Area: The area includes the rolling fields along the south side of MD 34 adjacent to the Ferry Hill site. The area includes pasture, and the American Legion site.

Treatment Recommendations:

- Establish an agreement with the property owner to preserve the agricultural character and land use within the viewshed of the Ferry Hill site. Encourage use of the land for cultivation or pasture.
- Encourage the removal of the American Legion building and parking. Restore this area to agricultural use.
- Gain agreement to install planting screen if building cannot be removed.

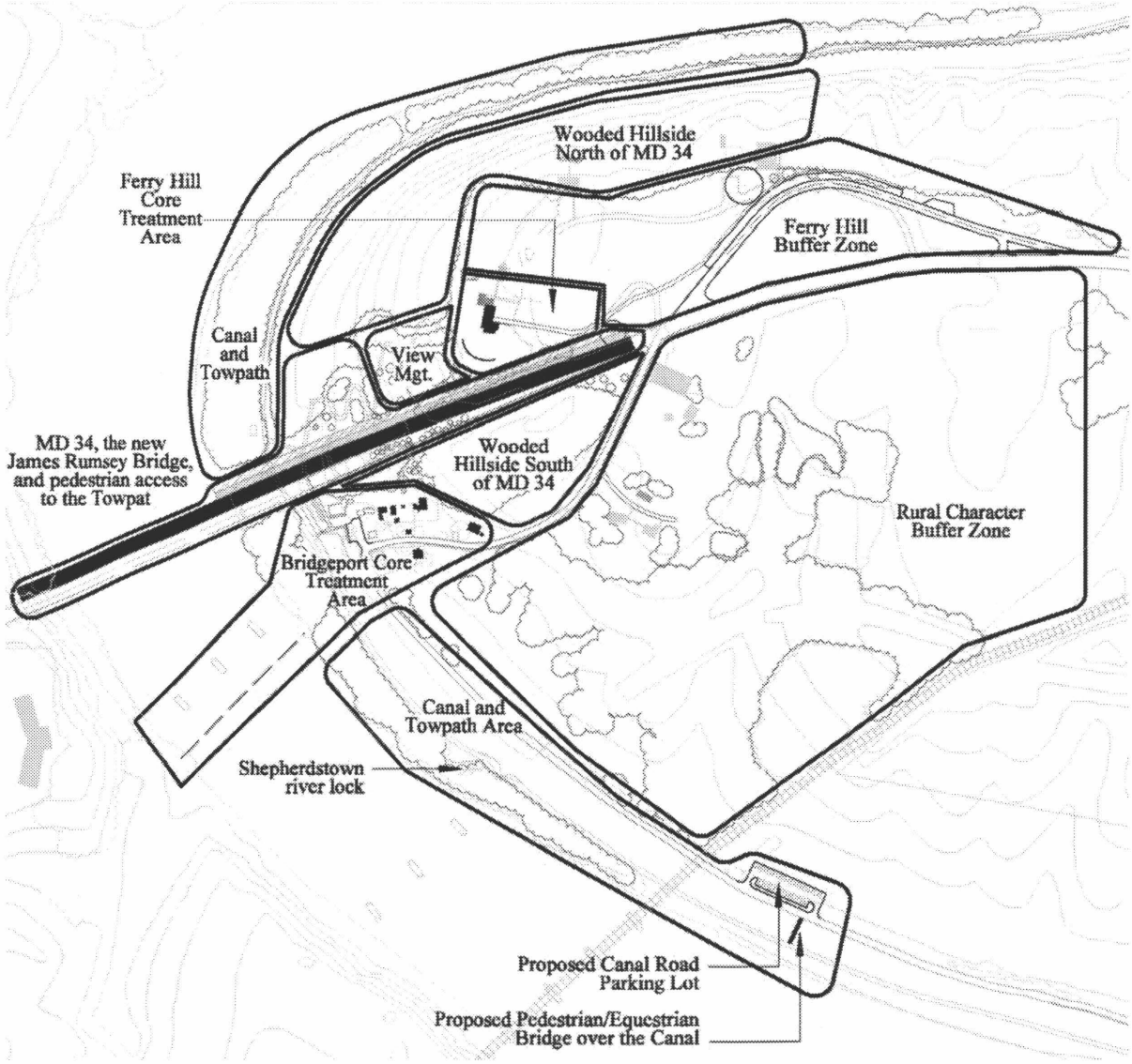
MD 34, the Bridge, and Pedestrian Access to the Towpath

Description of the Area: The portion of MD 34 that lies directly between Ferry Hill and Bridgeport is heavily traveled and plans are underway to realign the road and construct a new bridge. Plans also include the addition of a pedestrian route across the bridge, a scenic overlook, and a pedestrian link between the bridge and the towpath. The construction and realignment will directly impact Ferry Hill and Bridgeport, altering the topography, vegetation, and circulation in this area.

Treatment Recommendations:

- Provide vegetative buffers to screen the traffic along MD 34 from the visitors at Ferry Hill and Bridgeport. Be careful to consider potential impacts to views when designing the buffers.
- Limit impacts to Ferry Hill and Bridgeport historic landscapes as much as possible by participating in the planning process for the bridge and road realignment.
- In design of the pedestrian link between the new bridge and the towpath, do not attempt to provide a universally accessible link. Pedestrians using this route will need to be able to traverse a distance of over 800 feet to get from the parking area on the Shepherdstown side of the bridge to the towpath. This distance, regardless of slope, is severely limiting to most individuals with mobility difficulties. Providing a more steeply sloping route between the bridge and the towpath will greatly reduce the impacts to the historic resources within Bridgeport.
- Consider reducing the size of the overlook on the Maryland side of the new James Rumsey Bridge.

FIGURE 7.1: MANAGEMENT ZONES
RECOMMENDED TREATMENT: Rehabilitation



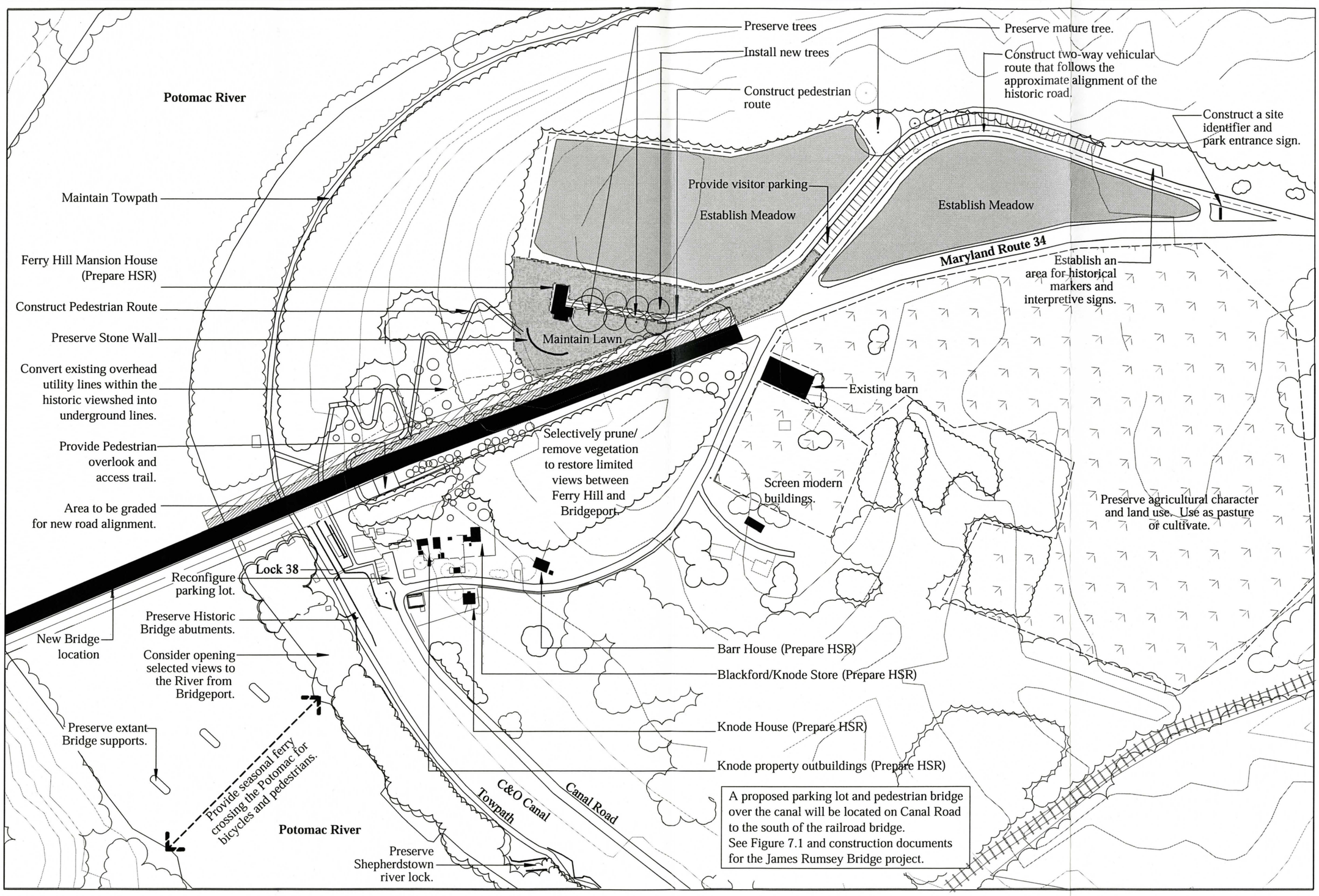


FIGURE 7.2: SCHEMATIC PLAN, RECOMMENDED TREATMENT

Final Plan, May 2004

Bibliography

BIBLIOGRAPHY

Primary Sources

Green, Fletcher M., 1998 (electronic edition of the original 1961 manuscript). *Ferry Hill Plantation Journal: January 4, 1838-January 15, 1839: Electronic Edition.* Chapel Hill: University of North Carolina. Text scanned (OCR) by Teresa Church, images scanned by Jennifer Stowe, text encoded by Jordan Davis and Natalia Smith. (Copyright: This work is the property of the University of North Carolina at Chapel Hill. It may be used freely by individuals for research, teaching, and personal use.)

Royall, Anne, 1828. *Black Book: or, a Continuation of Travels in the United States, vol.1.* Washington DC: Printed by the Author.

Deed, John Blackford to Chesapeake and Ohio Canal Company, 3 June 1833, recorded in Washington County Land Records, 1833, Liber 2, Folio 462.

Douglas, Henry Kyd, 1940. *I Rode With Stonewall: Being Chiefly the War Experiences of the Youngest Member of Jackson's Staff from the John Brown Raid to the Hanging of Mrs. Surratt.* Chapel Hill: The University of North Carolina Press.

Hahn, Thomas and J. R. Prentice. 1972-1973. Report- Historic Structures (Survey): C & O Canal Locks 1 – 75

1 April 1830. *Torch Light and Public Advertiser.* Miscellaneous document in Ferry Hill File at Western Maryland Room, Washington County Free Library.

Secondary Sources

Bell, Carl D., 1948. *The Development of Western Maryland 1715 to 1753.* Master's Thesis, The University of Maryland.

Birnbaum, Charles A., and Chris Capella Peters, eds., 1996. *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes.* Washington DC: Department of the Interior, National Park Service.

Danz, Jonathan, et. al., 1999. DRAFT. *Initial Phase I Investigations for the Rumsey Bridge, Shepherdstown, WV.* Submitted by Michael Baker Jr., Inc., Charleston, West Virginia. Prepared for West Virginia Department of Transportation Division of Highways, State Capitol Complex, Building 5, Charleston, West Virginia.

Grivno, Max L., 2001. *Historic Resources Study: Ferry Hill Plantation, Chesapeake and Ohio Canal National Historical Park.* College Park, Maryland: University of Maryland at College Park.

Larrabee, Edward McMillan, 1961. *A Survey of Historic and Prehistoric Archeological Sites Along the Chesapeake and Ohio Canal National Monument, 1961-1962.* Washington DC: Department of the Interior, National Park Service.

McClelland, Linda Flint, J. Timothy Keller, Genevieve P. Keller, and Robert Z. Melnick, unknown date. *National Register Bulletin 30: Guidelines for Evaluating and Documenting Rural Historic Landscapes*. U.S. Department of the Interior, National Park Service, Interagency Resources Division.

Page, Robert R., Cathy A. Gilbert and Susan A. Dolan, 1998. *A Guide for Cultural Landscape Reports: Contents, Process and Techniques.* Washington DC: Department of the Interior, National Park Service.

BIBLIOGRAPHY

Reed, Paula S., 1992. *History Report: The Kretzer-Knode House, C&O Canal, Bridgeport, Maryland.* Hagerstown, Maryland: Preservation Associates, Inc.

Sanderlin, Walter S., unknown date. *A Study of the History of the Potomac River Valley: Prepared in connection with a report to Congress on the Proposed Parkway along the Chesapeake and Ohio Canal Between Great Falls and Cumberland, Maryland.* Prepared by Washington and Jefferson College for the National Capital Region of the National Park Service.

Scharf, Thomas J., 1882. *History of Western Maryland.* Philadelphia: Louis H. Everts.

United States Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Heritage Preservation Services, Historic Landscape Initiative, 1996. *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes.* Washington, D.C.

Unrau, Harlan D., 1977. *Historic Structure Report, Ferry Hill Place Historical Data, Chesapeake and Ohio Canal National Historical Park.* Seneca, Maryland: C&O Canal Restoration Team (Denver Service Center).

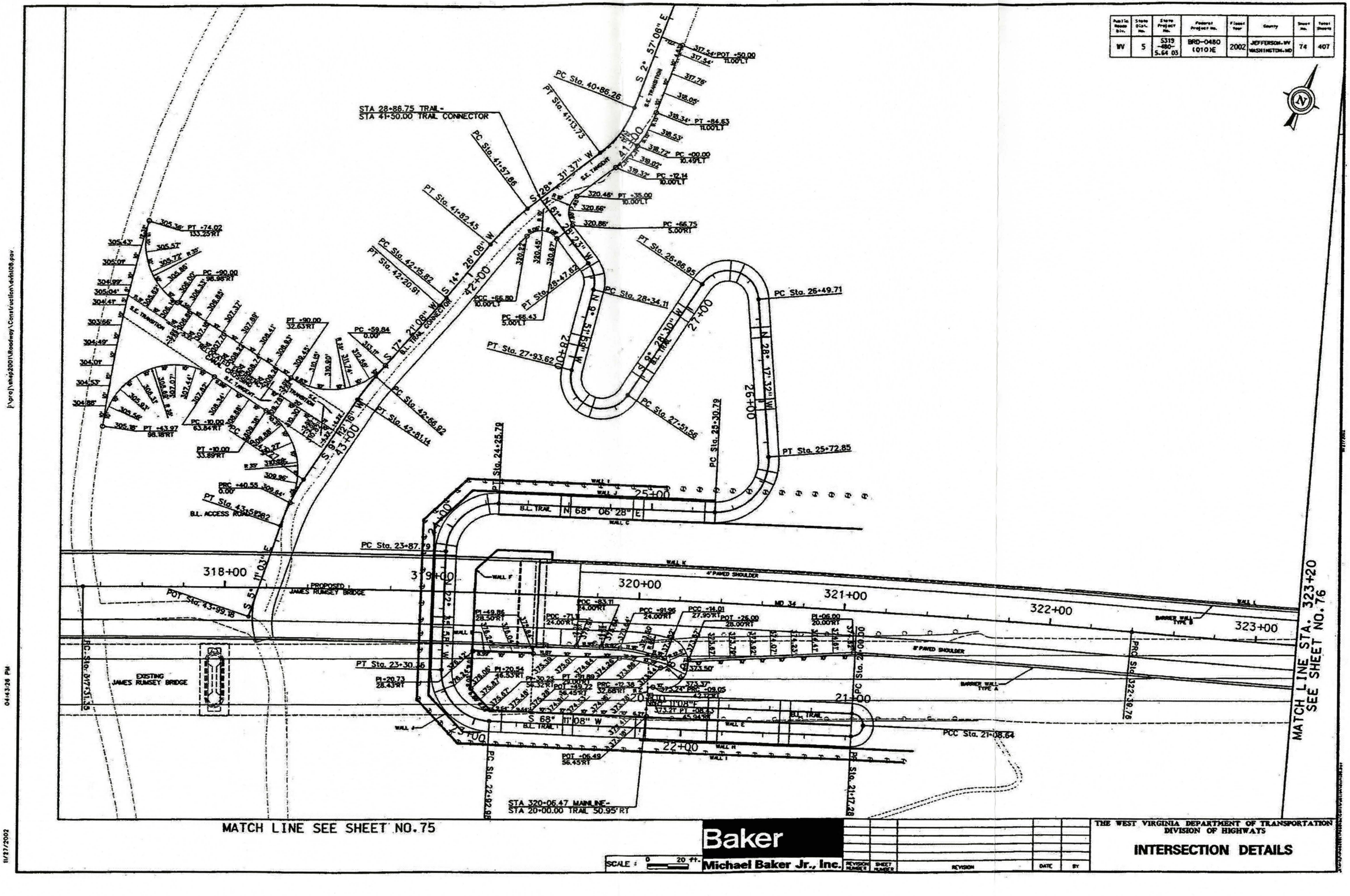
Wheelock, Perry Carpenter, 1997. DRAFT. *Farming Along the Chesapeake and Ohio Canal, 1828-1971: A Study of Agricultural Sites in the C&O Canal National Historical Park.* Washington DC: Department of the Interior, National Park Service.

Ziek, Robin D., 1979. *Archeological Survey at Ferry Hill.* Denver, Colorado: Department of the Interior, National Park Service.

Appendix A:

Final Design for the Replacement of the James Rumsey Bridge

Public Roads Div.	State Dist. No.	State Project No.	Federal Project No.	Project Year	County	Sheet No.	Total Sheets
WV	5	S319 -480- 5.64 03	BRD-0480 (010)E	2002	JEFFERSON-WV WASHINGTON-MD	74	407



SCALE : 0 20 ft.

Baker
Michael Baker Jr., Inc.

REVISION NUMBER	SHEET NUMBER	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

INTERSECTION DETAILS

J:\proj\stejs2001\Roadway\Construction\xsht08.psv
04:43:26 PM
11/27/2002