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United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



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

1. Name of Property

historic name Hatchie River Ferry
other names/site number Miller's Ferry/ Statler's Ferry

2. Location

street & number End of Big Bend Lane, one mile south of SR 15 (US 64) not for publication N/A
city or town Bolivar vicinity
state Tennessee Code TN county Hardeman code 069 zip code 38008

3. State/Federal Agency Certification

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

Herbert L. Hays 6/23/05
Signature of certifying official/Title Date

State or Federal agency and bureau

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

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

Edson Beall 8/7/05
Signature of the Keeper Date of Action

Hatchie River Ferry
Name of Property

Hardeman County, Tennessee
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

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

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
0	0	buildings
1	0	sites
1	1	structures
0	0	objects
2	1	Total

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

Number of Contributing resources previously listed in the National Register
0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION-Road-related

Current Functions
(Enter categories from instructions)

TRANSPORTATION-Road Related
VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

N/A

Materials
(Enter categories from instructions)

foundation N/A
walls N/A

roof N/A
other N/A

Narrative Description

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

Hatchie River Ferry
Name of Property

Hardeman, Tennessee
County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations N/A

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

Property is:

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

Areas of Significance

(Enter categories from instructions)

ETHNIC HERITAGE/Native American
SETTLEMENT

Period of Significance

November 16-17, 1838

Significant Dates

November 16-17, 1838

Significant Person

(complete if Criterion B is marked)

N/A

Cultural Affiliation

NA

Architect/Builder

N/A

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS): N/A

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

Primary location of additional data:

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

Name of repository:

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

Hatchie River Ferry
Name of Property

Hardeman, Tennessee
County and State

10. Geographical Data

Acreage of Property 3.6 acres

UTM References Hebron 440 NW
(place additional UTM references on a continuation sheet.)

1	<u>16</u>	<u>325555</u>	<u>3899375</u>	3	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing
2	_____	_____	_____	4	_____	_____	_____

See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Philip Thomason/Teresa Douglass
organization Thomason and Associates date April 4, 2005
street & number P.O. Box 121225 telephone 615-385-4960
city or town Nashville state TN zip code 37212

Additional Documentation

submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

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

Additional items

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

Property Owner

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

name See Continuation Sheet
street & number _____ telephone _____
city or town _____ state _____ zip code 40201

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

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

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Hatchie River Ferry
Hardeman County, Tennessee

DESCRIPTION

The Hatchie River Ferry consists of the site of a significant ferry crossing at the Hatchie River in southwestern Tennessee. The site is located in Hardeman County, approximately 2.7 miles southeast of the county seat of Bolivar. The Hatchie River Ferry is located at the dead end of the present-day Big Bend Road that was originally the 19th century roadbed of the Savannah-Bolivar Road. The road is on the western slope of a ridgeline and descends from approximately 450' above sea level to the ferry crossing elevation of 350' at the river's edge. The property is located in a rural section of the county and the surrounding area is composed primarily of woods and open fields.

The nominated property includes 1,400' of the original roadbed which is included as a contributing structure, the ferry landing site on the east and west banks of the river, included as a contributing site, and the remnants of concrete bridge abutments in the river, included as a non-contributing structure. The roadbed is bounded by a wire fence on either side and is approximately twenty to twenty-five feet in width with a dirt and gravel surface. This section of roadbed has steep embankments extending to over ten feet in height as it descends the ridgeline (Photos 1 and 2). The ferry crossing consists of an open grassy area on the eastern bank of the river (Photos 3-5). Within the riverbed are the remnants of two concrete abutments that date to the early 20th century (Photo 6). The west bank of the river is overgrown with vegetation and a roadbed on this side of the river is not discernable.

Based on historic accounts at this site, it does not appear that there was ever a substantial settlement at this crossing. On the east bank of the river in the immediate vicinity of the property are two late 19th century dwellings. Both dwellings are of frame construction and retain much of their original character. These properties are not within the property's period of significance and are excluded from the nominated boundary. No other buildings or structures are located on the east bank of the river in the viewshed of the property. The west bank of the river is part of the Hatchie Bottoms, a wide swampy area of the river that is frequently underwater. No buildings or structures are within the area on this side of the river.

The nominated property consists of the historic roadbed and ferry crossing and contains approximately 3.6 acres. The roadbed is located between two fence lines which are approximately 100' apart and a 100' strip of land at the ferry crossing is included on both sides of the river. The property is part of three parcels; on the east bank the two dwellings are used by their owners as seasonal occupancy, and on the west bank the property is owned by a land and timber company.

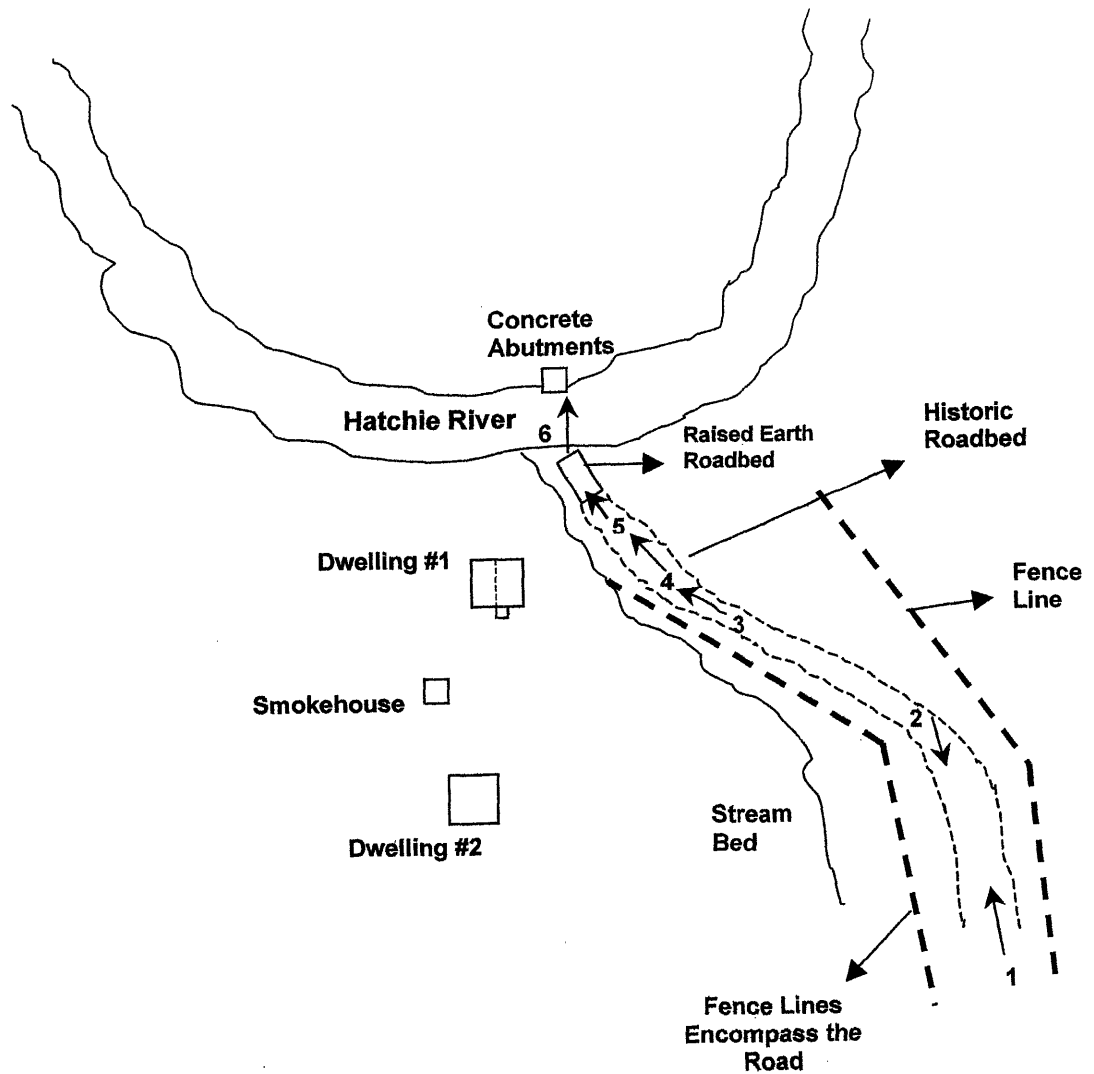
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Hatchie River Ferry
Hardeman County, Tennessee

Sketch plan



Site Plan and Photo Key

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Hatchie River Ferry
Hardeman County, Tennessee

STATEMENT OF SIGNIFICANCE - SUMMARY

The Hatchie River Ferry site is significant under National Register criterion A for its association with the Cherokee Trail of Tears of 1838. Under criterion A the ferry was used in November of 1838 by the John Bell detachment of Cherokee as they marched west towards the Indian Territory. Consisting of approximately 660 persons, this detachment was composed of treaty party Cherokee who took a different route than the majority of the anti-treaty Cherokee. The ferry was located along the Savannah-Bolivar Road that was part of the route utilized by the Bell detachment in the fall of 1838. Ferry crossings and landings are significant under criterion A for the role they played in the transportation of the Cherokee to the Indian Territory. Planning the journey west had to take into account the availability and dependability of ferries for transport across major waterways. The location of ferries, their connection with major road systems, and the potential of supply replenishment along the way all played major roles in planning the detachment routes taken by the Cherokee. Ferries were essential components in getting the Cherokee and their possessions to their final destination.

The Hatchie River Ferry site also includes a section of the original Savannah-Bolivar Road that is also significant under criterion A. The section of the Savannah-Bolivar Road is significant under criterion A for its direct connection and association with the route taken by the John Bell detachment in 1838. The roadbed provides a physical link and sense of time and place of the actual Cherokee experience. The roadbed provides an understanding of the difficulties inherent in overland travel in the 1830s and the challenges faced by the Cherokee on a daily basis. The roadbed is also significant for the information it conveys about the type of road conditions and characteristics experienced by the Cherokee. The roadbed provides information on construction techniques, design elements, and use patterns of early 19th century roads and highways in the region. Roads of the early 19th century varied in widths, materials, and maintenance, and roadbeds used by the Cherokee have the potential to explain why certain routes were taken and the difficulties involved in their use.

This nomination only addresses the Hatchie Ferry within the context of the Cherokee Trail of Tears. Additional research may also identify the Hatchie Ferry as eligible under additional state and local contexts for its role in 19th century transportation and settlement patterns.

ADDITIONAL INFORMATION

The Treaty of New Echota resulted in the expulsion of the Cherokee from their native lands in the eastern United States. Signed December 29, 1835, the Treaty of New Echota forfeited all remaining Cherokee lands east of the Mississippi River to the federal government. In return, the Cherokee were to be paid five million dollars. The treaty was orchestrated and signed by unsanctioned representatives of the Cherokee Nation, with fewer than 100 of the 18,500 Cherokee who remained in the east in attendance. The treaty party was led by Major Ridge, his son John Ridge, and Elias Boudinot. These Cherokee leaders felt that removal was inevitable and signed the treaty as a way of getting the best possible terms from the US Government.

Throughout 1836 and 1837 the majority of Cherokee under Chief John Ross fought removal through the federal courts and lobbied government officials for permission to retain their lands. In the meantime, many of the Cherokee who signed or supported the treaty immigrated to the Indian Territory. The first group of treaty party Cherokee, consisting of some 600 persons, left the Nation around January 1, 1837. In March, a group of 466 Cherokee traveled west by flatboat and this group included Major Ridge, John Ridge, and Elias Boudinot. A third group of 365 Treaty Cherokee led by Lt. B.B. Cannon journeyed west from Tennessee in October of 1837.

With the majority of the Cherokee reluctant to leave their eastern lands, the US Army began rounding up approximately 17,000 Cherokee in Georgia, Alabama, North Carolina, and Tennessee in May of 1838. The

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Cherokee were housed temporarily in a series of stockades before being transferred to three emigration depots; two in Tennessee and one in Alabama. At the three depots the Cherokee were divided into detachments generally containing between 800 and 1,500 Cherokee. Tribal Chief John Ross reached an agreement with the US Government to have each detachment conducted by a Cherokee leader for the journey west. It was the intention of the Cherokee to leave for the Indian Territory in August but due to a severe drought, most detachments were unable to leave until October 1st.

The detachment headed by John Bell differed from the parties under Cherokee Chief John Ross's supervision. Bell's detachment was composed of approximately 660 Cherokee who had favored the Treaty of New Echota and opposed Ross. Possibly to avoid conflict with the Ross parties, the Bell detachment opted for a more direct route to the Indian Territory through southern Tennessee via Memphis. The group was also accompanied by a military escort under Lieutenant Edward Deas whose purpose was to protect the treaty party Cherokee from any reprisals from the Ross detachments.¹ The route of the Bell detachment can be followed with some reasonable accuracy due to the existence of payment vouchers, which detail expenditures along the route. These vouchers record amounts expended on ferries, supplies, toll bridges and other costs and to whom payment was made. Through additional historical research, many individuals and locations have been identified that provide an understanding of the route and progress of the Bell detachment.

The detachment's conductor was John Adair Bell, one of the signers of the Treaty of New Echota. Bell was born in 1782 in South Carolina, and was later a prominent farmer and tribal leader in Georgia. His detachment of Treaty Cherokee formed at the Cherokee Agency at present-day Charleston, Tennessee. The Bell detachment began their journey west on October 11, 1838 and headed south from the Cherokee Agency along the Hiwassee River toward what is now Cleveland, Tennessee.² The detachment traveled to Chattanooga where they crossed to the north side of the Tennessee River at Ross's Landing. After crossing the Tennessee River twice more, the detachment traveled to Battle Creek northwest of Jasper and climbed the Cumberland Plateau at Monteagle Mountain. After crossing the mountain, the detachment traveled west on the main roads connecting the county seat communities of Winchester, Fayetteville, Pulaski, Lawrenceburg and Waynesboro. The detachment crossed the Tennessee River again at the ferry landing at Savannah. Continuing west, the detachment used the Savannah-Bolivar Road as it entered Hardeman County and approached the Hatchie River ferry crossing.

As the Bell detachment traveled west from Savannah they utilized the Savannah-Bolivar Road. After the Jackson Purchase of 1818, West Tennessee was intensely settled and Hardeman County was formed in 1823. By the late 1820s the county seat of Bolivar was connected with Memphis and Savannah via stage roads. These stage roads were the most improved roads of the period and the Savannah-Bolivar Road was the primary east/west thoroughfare in southern Tennessee. This road is shown on the David Burr Postal Route Map of Kentucky and Tennessee from 1835 (Map 1).³ In 1837, the Savannah, Purdy, and Bolivar Turnpike Company was formed to improve this road into a toll-funded turnpike.⁴ Many turnpike companies from this period were speculative in nature and it is unknown if

¹ Benjamin C. Nance, "The Trail of Tears in Tennessee: A Study of the Routes Used During the Cherokee Removal of 1838", (Nashville: Tennessee Department of Environment and Conservation, Division of Archaeology), 33.

² Vicki Rozema, *Voices From the Trail of Tears*, (Winston-Salem, North Carolina: John F. Blair, Publisher, 2003), 193.

³ David Burr, *Postal Route Map of Kentucky and Tennessee*, 1835, (David Rumsey Map Collection, www.davidrumsey.com).

⁴ Acts of Tennessee, 1831-1850, Serial No. 49, Chapter 11, Section 2 (Nashville, Tennessee State Library and Archives).

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Hardeman County, Tennessee

any actual improvements were made to this roadbed prior to the passage of the Bell detachment in 1838.

The road from Savannah-Bolivar Road would have had to cross the Hatchie River Bottoms in Hardeman County. Comprised of a slow flowing river and adjacent swamps, the Hatchie River Bottoms east of Bolivar are a mile wide at the crossing of the Savannah-Bolivar Road. During the 1830s a ferry at this crossing was operated by Austin Miller, a prominent attorney, businessman, and politician. Miller was born in North Carolina in 1800 and moved to Bolivar in 1824.⁵ Among his many business ventures was the operation of this ferry at the Hatchie River on the Savannah-Bolivar Road.

According to the voucher list maintained by Lt. Edward Deas, the Bell detachment reached the Hatchie River crossing on November 16, 1838.⁶ Over the next two days the detachment was ferried across the river and vouchers were issued to both Austin Miller and Miller and Borkston for ferry costs at the Hatchie River and adjacent swamps.⁷ The Borkston name appears to have been a misspelling of the Boydston family that owned property at this location in the early 19th century. The remnants of a small cemetery located on the ridge just east of the ferry crossing contains the grave of Robert Boydston (1804-1843) and it is possible that he or another member of his family operated the ferry jointly with Miller. No ferry license for this location has yet been identified.

After crossing the Hatchie River Bottoms the detachment passed through Bolivar and continued west on the Bolivar-Somerville Stage Road. After reaching Memphis, the detachment crossed the Mississippi River and entered Arkansas in late November. The John Bell detachment disbanded at the Vineyard Post Office in Arkansas, just outside the Indian Territory on January 7, 1839.

Following the Cherokee emigration, the Hatchie River Ferry continued to be operated by Austin Miller for several decades. During the late 19th century a bridge was constructed at this location when the property was owned by the Statler family. Because of the frequency of flooding on the Hatchie River a ferry was probably also used during times of high water when the bridge and its approaches were under water. The bridge at this location appears to have been improved in the early 20th century when concrete support abutments were installed. A 1923 map of Hardeman County shows this location as Statlers Bridge and several dwellings are shown in this vicinity along with a saw mill (Map 2).⁸ During the late 1920s a new federal highway was built across southern Middle Tennessee that became known as US Highway 64. This new paved route was constructed two miles to the north of the Savannah-Bolivar Road. By the late 1930s the original Savannah-Bolivar road across the Hatchie River is shown as a farm lane and the bridge removed (Map 3).⁹ This roadbed is now used as a local road for the property owners and there has been no bridge or ferry in operation at this location since the 1930s.

⁵ *History of Hardeman County, Tennessee* (Chicago: Goodspeed Publishing Company, 1887), 820.

⁶ 6 Duane H. King, "Report on the Cherokee Trail of Tears: Correcting and Updating the 1992 Map Supplement," (unpublished manuscript, National Park Service, 1999), 115.

⁷ Ibid.

⁸ "Hardeman County, Tennessee, 1923," Tennessee Division of Geology, Map on file at the Tennessee State Library and Archives, Nashville, Tennessee.

⁹ "Hardeman County Tennessee, 1938," Tennessee State Highway Department, Map on file at the Tennessee State Library and Archives, Nashville, Tennessee.

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The Hatchie River Ferry retains much of its integrity. The ferry has been accurately identified as one of the ferry sites used by the Cherokee through historical research, descriptions by Trail of Tears participants, early 19th century maps, and on-site field investigations. It retains physical characteristics consistent with that of a 19th century landing/ferry crossing. It is at the end of a roadbed (the original Savannah-Bolivar Road), and consists of a cleared area adjacent to the 19th century east bank of the Hatchie River. The Hatchie River Ferry consists of an open earth area and slightly raised embankment on the east side of the Hatchie River. There has been no paving or introduction of other materials inconsistent with its 19th century earth surface. In the riverbed are two ca. 1920 concrete bridge abutments that are barely visible above the river's surface. Included as a non-contributing structure, these two abutments are not readily visible and do not significantly intrude on the integrity of the site.

The Hatchie River Ferry retains its sense of setting, feeling and association as a 19th century river crossing. To the east of the ferry landing site is an intact section of the 19th century Savannah-Bolivar Road. The approximate 1838 shoreline of the river is evident along with the landing site on the east bank. The ferry site itself is intact and intrusions in the immediate vicinity are limited to two late 19th century dwellings to the north and south. These dwellings are small frame houses of the period and continue to reflect their original construction. With these exceptions, there are no other post-1838 intrusions in the area. The area around the ferry site is primarily composed of woodlands and open fields.

The associated Savannah-Bolivar Road retains physical characteristics typical of an early 19th century roadbed. The roadbed ranges from fifteen to twenty feet in width that is typical of category 1 roadbeds of the 19th century. The road also has embankments ranging up to ten feet in height. The roadbed is of earth and gravel and no modern paving surfaces are visible. The Savannah-Bolivar Road retains its physical characteristics of an early 19th century roadbed including original widths, embankments, and earth surface. The roadbed is 1,400' in length that is sufficient to evoke a sense of travel or destination. The roadbed is deeply eroded as it descends the ridgeline to the river due to heavy usage in the 19th century and typical erosion. The roadbed is sunk below the adjacent ground surface and has embankments ranging up to ten feet in height. The roadbed retains its rural setting and extends through woodlands and open fields. There are two 19th century dwellings within the viewshed of the road, both of which are small frame houses retaining much of their integrity of construction. These properties do not significantly detract from the early 19th century feeling, setting, and association of the roadbed.

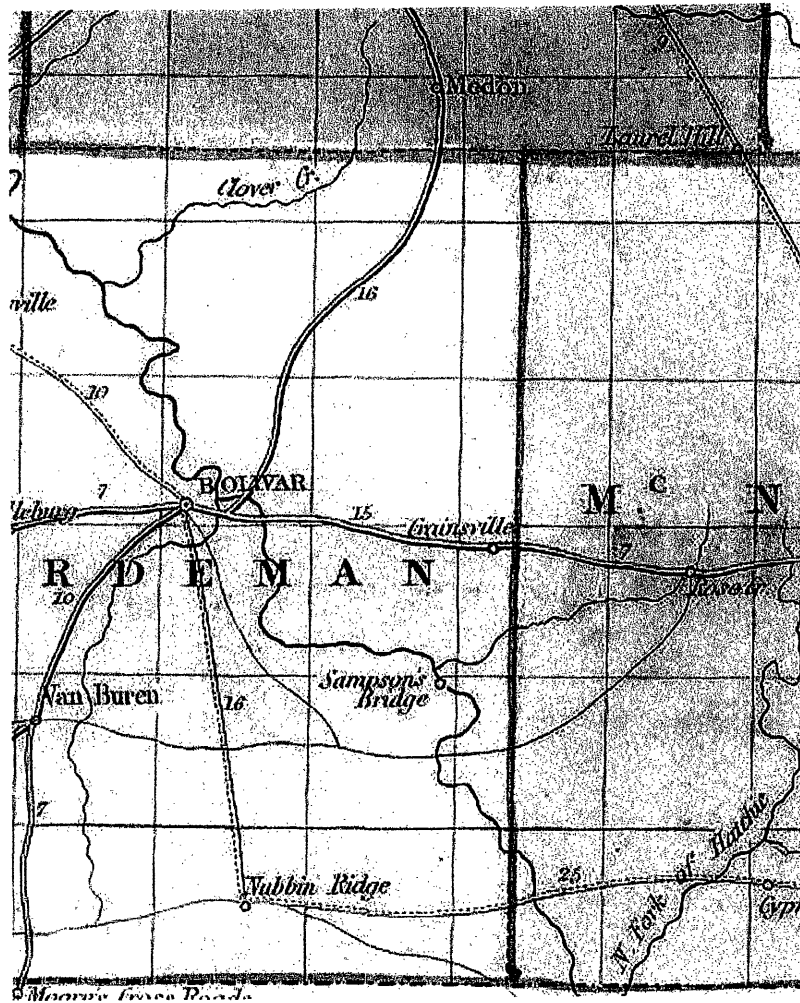
The Hatchie River Ferry retains sufficient integrity and significance to meet National Register criteria for its association with the Cherokee Trail of Tears. Used by the John Bell detachment of Cherokee in 1838, the site possesses a strong sense of time and place from the period of the Trail of Tears.

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Hatchie River Ferry
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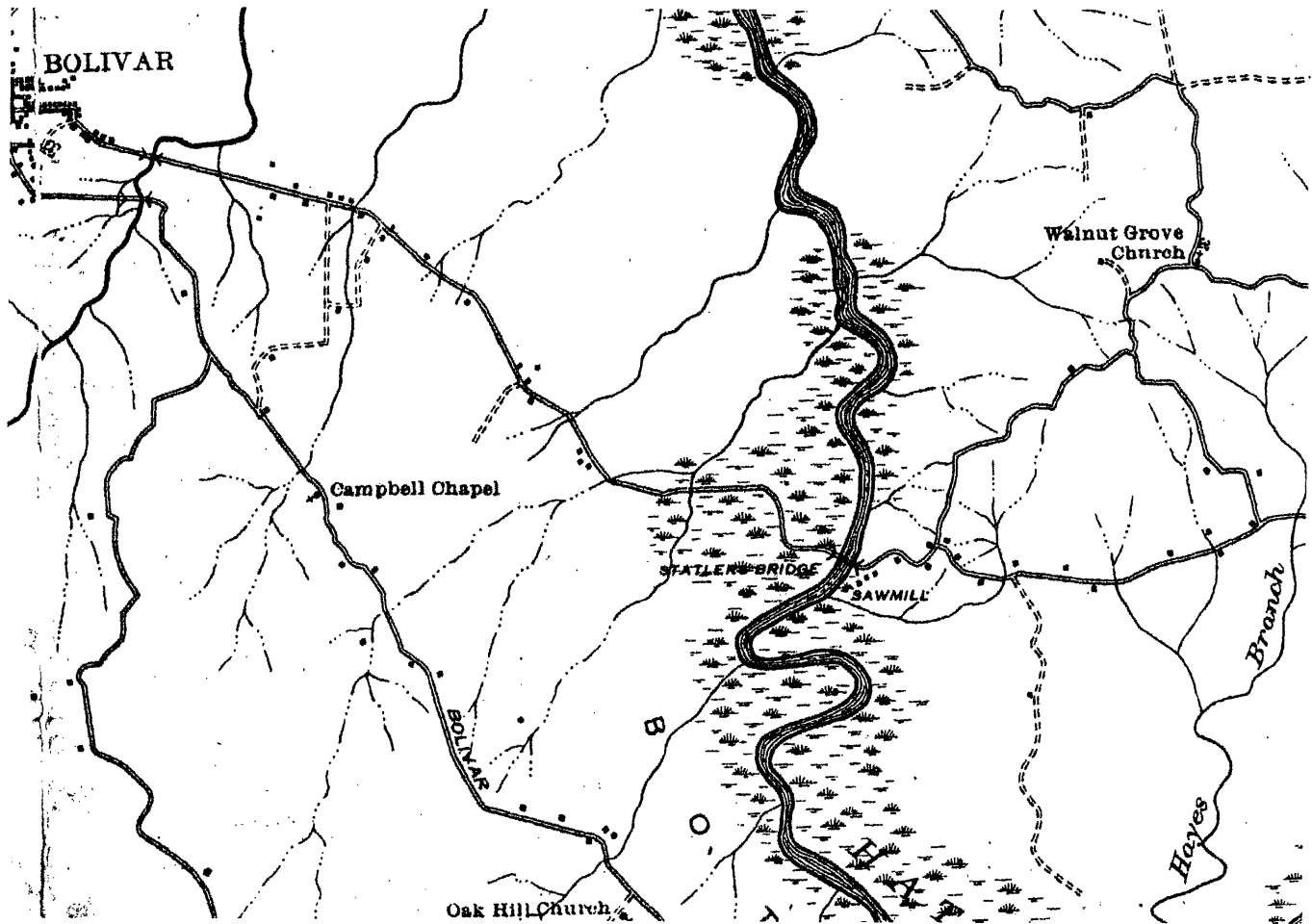
Map 1: The Savannah-Bolivar Road is shown crossing the Hatchie River east of Bolivar on the David Burr Postal Route Map of Kentucky and Tennessee in 1835.

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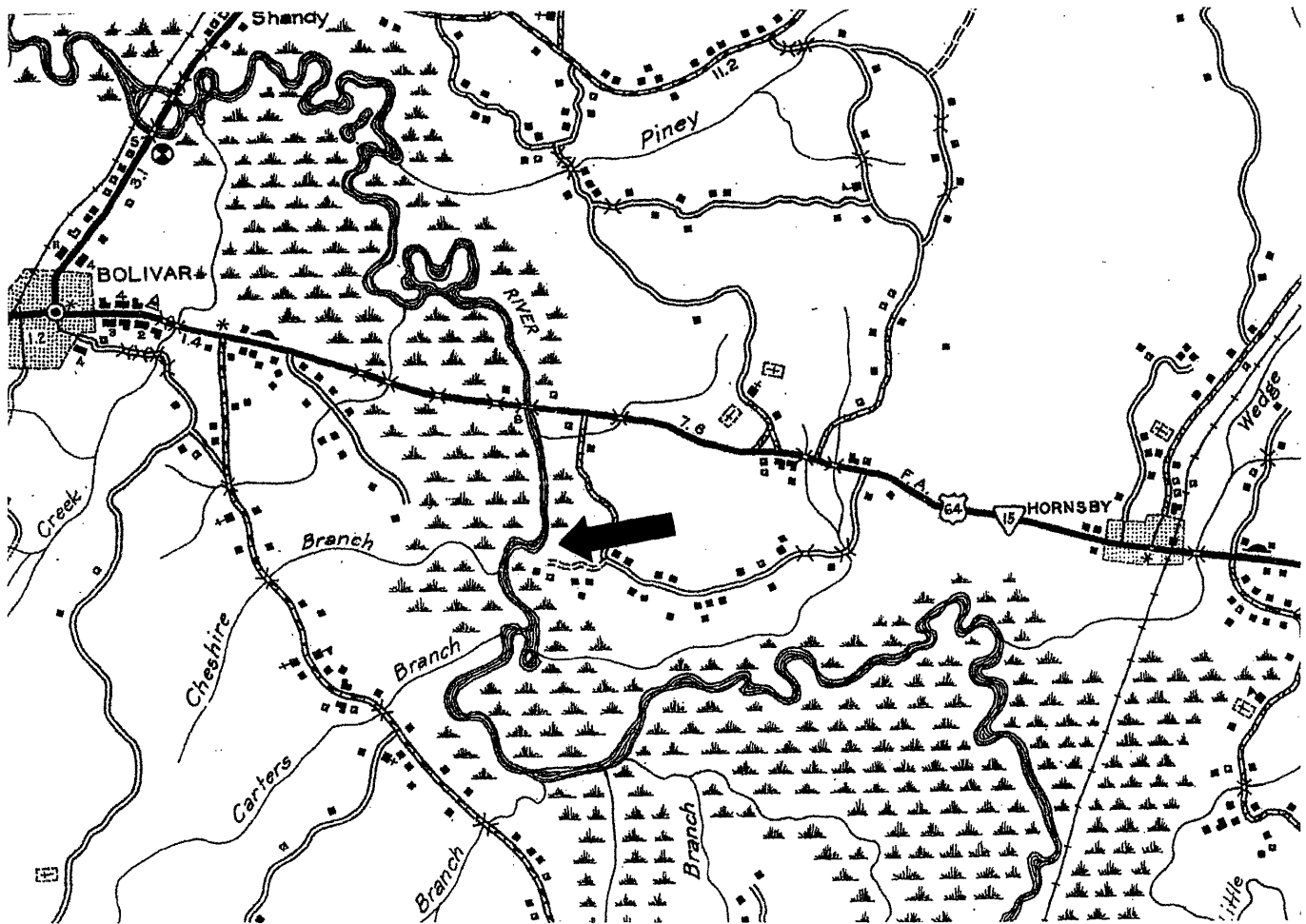
Map 2: The Hardeman County map of 1923 continues to show the use of the Savannah-Bolivar Road and the Hatchie River ferry crossing is now spanned by Statler's Bridge. A small community at this crossing included a sawmill.

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Map 3: By 1938, US 64 was the major east/west highway through the county and the crossing at the 19th century Savannah-Bolivar Road was already abandoned.

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_____ *Indian Removal*. Norman OK: University of Oklahoma press, 1956.

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Hatchie River Ferry
Hardeman County, Tennessee

GEOGRAPHIC INFORMATION

Verbal Boundary Description

The boundary of the Hatchie River Ferry is shown as the dashed line on the accompanying Hardeman County Tax Map 91 which is at a scale of 1" = 400.' (This is the only scale map available for this rural area of the state.) The nominated property includes sections of parcels 3, 12, and 13. The property is bounded on the east by the paved surface of Big Bend Road, on the north and south by fence lines, and on the west by an imaginary line which encompasses a rectangular parcel on the west bank of the Hatchie River. Within the fenced area is the 1,400' roadbed section of the Savannah-Bolivar Road. Near the river this fence line ends and an imaginary line continues on the north and south to define the ferry site. This property includes approximately 3.6 acres.

Verbal Boundary Justification

The boundary of the Hatchie River Ferry is drawn to include the original ferry landing area as shown by historic maps and an adjacent intact section of the 19th century Savannah-Bolivar Road. The boundary includes the ferry crossing site as well as a 1,400' section of the original roadbed. The boundary does not extend any further east because of the presence of a paved section of Big Bend Road and modern dwellings. The right-of-way of the roadbed is included within fence lines on either side of the road and no other sites or structures associated with the Trail of Tears are known to exist in the general vicinity. The boundary is drawn to include sections of the west bank that would have been used as the ferry landing on this side of the river. The Hatchie River floods frequently and there are no indications of the original roadbed on this side of the river due to erosion. The boundary is drawn to exclude late 19th century dwellings to the north and south. While not substantially detracting from integrity of the site, these properties are not within the period of significance of the Cherokee Trail of Tears.

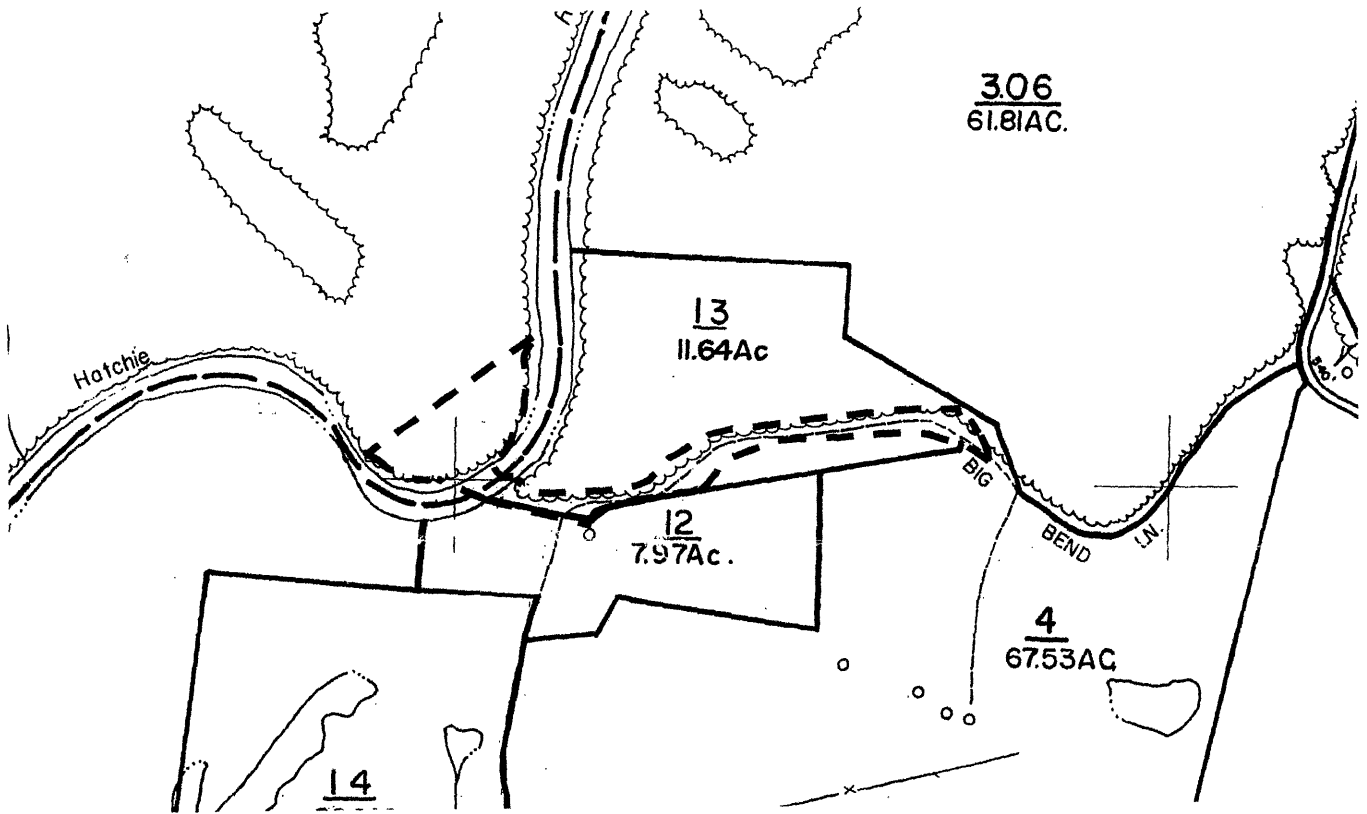
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Hatchie River Ferry
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Tax map \uparrow 1 = 400'



Boundary of the Savannah-Bolivar Road and the Hatchie River Ferry on Hardeman County tax map 91

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Hatchie River Ferry
Hardeman County, Tennessee

Photo by: Thomason and Associates

Date: April 2002

Location of Negatives: Tennessee Historical Commission, Nashville, Tennessee

Photo No. 1: Savannah-Bolivar Road as it descends the ridgeline toward the Hatchie River, view to the west.

Photo No. 2: Savannah-Bolivar Road as it reaches the valley below the ridgeline, view to the northeast.

Photo No. 3: Savannah-Bolivar Road as it approaches the ferry site, view to the southwest.

Photo No. 4: General view of the Hatchie River Ferry site, view to the west.

Photo No. 5: Hatchie River Ferry site, view of the embankment on the east side of the river, view to the west.

Photo No. 6: Hatchie River Ferry site showing the location of the ferry and late 19th century bridge, view to the west.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

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Hatchie River Ferry
Hardeman County, Tennessee

OWNERS

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731-658-5184

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Eads, Tennessee
38028
901-854-8180

Parcel 3:

Riveroaks Natural Resource LLC
P.O. Box 487
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38372