



Phase II and Phase III Archaeological Database and Inventory

Site Number: 18FR819

Site Name: Middle Ford Ferry Tavern

Prehistoric

Other name(s)

Historic

Brief Description:

Mid 18th-Early 19th century tavern site associated with the Middle Ford Ferry over the Monocacy River

Unknown

Site Location and Environmental Data:

Maryland Archaeological Research Unit No. 17

SCS soil & sediment code CgA

Latitude 39.3721 Longitude -77.3972

Physiographic province Lancaster/Frederick Lowl

Terrestrial site Underwater site

Elevation m Site slope

Ethnobotany profile available Maritime site

Nearest Surface Water

Site setting

-Site Setting restricted

-Lat/Long accurate to within 1 sq. mile, user may need to make slight adjustments in mapping to account for sites near state/county lines or streams

Topography

- Floodplain High terrace
- Hilltop/bluff Rockshelter/cave
- Interior flat Hillslope
- Upland flat Unknown
- Ridgetop Other
- Terrace
- Low terrace

Ownership

- Private
- Federal
- State of MD
- Regional/county/city
- Unknown

Name (if any) Monocacy River

- | Saltwater | | Freshwater | |
|--|--|--|--------------------------------|
| Ocean <input type="checkbox"/> | Stream/river <input checked="" type="checkbox"/> | Estuary/tidal river <input type="checkbox"/> | Swamp <input type="checkbox"/> |
| Tidewater/marsh <input type="checkbox"/> | Lake or pond <input type="checkbox"/> | Spring <input type="checkbox"/> | |
| Minimum distance to water is 35 m | | | |

Temporal & Ethnic Contextual Data:

- Paleoindian site
- Archaic site
- Early archaic
- Middle archaic
- Late archaic
- Unknown prehistoric context
- Woodland site
- MD Adena
- Early woodland
- Mid. woodland
- Late woodland
- Unknown historic context
- Unknown context

- Contact period site ca. 1820 - 1860
- ca. 1630 - 1675 ca. 1860 - 1900
- ca. 1675 - 1720 ca. 1900 - 1930
- ca. 1720 - 1780 Y Post 1930
- ca. 1780 - 1820 Y

Ethnic Associations (historic only)

- Native American Asian American
- African American Unknown
- Anglo-American Y Other
- Hispanic

Y=Confirmed, P=Possible

Site Function Contextual Data:

- ### Prehistoric
- Multi-component Misc. ceremonial
 - Village Rock art
 - Hamlet Shell midden
 - Base camp STU/lithic scatter
 - Rockshelter/cave Quarry/extraction
 - Earthen mound Fish weir
 - Cairn Production area
 - Burial area Unknown
 - Other context

- | | | | |
|--|--|---|--|
| Historic | Furnace/forge <input type="checkbox"/> | Military | Post-in-ground <input type="checkbox"/> |
| Urban/Rural? Rural <input type="checkbox"/> | Other <input type="checkbox"/> | Battlefield <input type="checkbox"/> | Frame-built <input type="checkbox"/> |
| Domestic | Transportation <input checked="" type="checkbox"/> | Fortification <input type="checkbox"/> | Masonry <input type="checkbox"/> |
| Homestead <input type="checkbox"/> | Canal-related <input type="checkbox"/> | Encampment <input type="checkbox"/> | Other structure <input type="checkbox"/> |
| Farmstead <input type="checkbox"/> | Road/railroad <input type="checkbox"/> | Townsite | Slave related <input checked="" type="checkbox"/> |
| Mansion <input type="checkbox"/> | Wharf/landing <input type="checkbox"/> | Religious | Non-domestic agri <input type="checkbox"/> |
| Plantation <input type="checkbox"/> | Maritime-related <input type="checkbox"/> | Church/mtg house <input type="checkbox"/> | Recreational <input checked="" type="checkbox"/> |
| Row/townhome <input type="checkbox"/> | Bridge <input type="checkbox"/> | Ch support bldg <input type="checkbox"/> | Midden/dump <input checked="" type="checkbox"/> |
| Cellar <input checked="" type="checkbox"/> | Ford <input type="checkbox"/> | Burial area | Artifact scatter <input checked="" type="checkbox"/> |
| Privy <input type="checkbox"/> | Educational | Cemetery <input type="checkbox"/> | Spring or well <input type="checkbox"/> |
| Industrial | Commercial | Sepulchre <input type="checkbox"/> | Unknown <input type="checkbox"/> |
| Mining-related <input type="checkbox"/> | Trading post <input type="checkbox"/> | Isolated burial <input type="checkbox"/> | Other context <input checked="" type="checkbox"/> |
| Quarry-related <input type="checkbox"/> | Store <input checked="" type="checkbox"/> | Bldg or foundation <input checked="" type="checkbox"/> | Possible Structure <input checked="" type="checkbox"/> |
| Mill <input type="checkbox"/> | Tavern/inn <input checked="" type="checkbox"/> | | Ferry/Tavern <input type="checkbox"/> |
| Black/metalsmith <input type="checkbox"/> | | | |

Interpretive Sampling Data:

Prehistoric context samples Soil samples taken

Flotation samples taken Other samples taken

Historic context samples Soil samples taken

Flotation samples taken Other samples taken



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Diagnostic Artifact Data:

Projectile Point Types			
Clovis	<input type="text"/>	Koens-Crispin	<input type="text"/>
Hardaway-Dalton	<input type="text"/>	Perkiomen	<input type="text"/>
Palmer	<input type="text"/>	Susquehana	<input type="text"/>
Kirk (notch)	<input type="text"/>	Vernon	<input type="text"/>
Kirk (stem)	<input type="text"/>	Piscataway	<input type="text"/>
Le Croy	<input type="text"/>	Calvert	<input type="text"/>
Morrow Mntn	<input type="text"/>	Selby Bay	<input type="text"/>
Guilford	<input type="text"/>	Jacks Rf (notch)	<input type="text"/>
Brewerton	<input type="text"/>	Jacks Rf (pent)	<input type="text"/>
Otter Creek	<input type="text"/>	Madison/Potomac	<input type="text"/>
		Levanna	<input type="text"/>

Prehistoric Sherd Types

Marcey Creek	<input type="text"/>	Popes Creek	<input type="text"/>	Shepard	<input type="text"/>	Keyser	<input type="text"/>
Dames Qtr	<input type="text"/>	Coulbourn	<input type="text"/>	Townsend	<input type="text"/>	Yeocomico	<input type="text"/>
Selden Island	<input type="text"/>	Watson	<input type="text"/>	Minguannan	<input type="text"/>	Monongahela	<input type="text"/>
Accokeek	<input type="text"/>	Mockley	<input type="text"/>	Sullivan Cove	<input type="text"/>	Susquehannock	<input type="text"/>
Wolfe Neck	<input type="text"/>	Clemson Island	<input type="text"/>	Shenks Ferry	<input type="text"/>		
Vinette	<input type="text"/>	Page	<input type="text"/>	Moyaone	<input type="text"/>		
				Potomac Crk	<input type="text"/>		

Historic Sherd Types

Earthenware		Ironstone	<input type="text"/>	Staffordshire	<input type="text" value="2"/>	Stoneware	
Astbury	<input type="text"/>	Jackfield	<input type="text" value="1"/>	Tin Glazed	<input type="text" value="3"/>	English Brown	<input type="text" value="1"/>
Borderware	<input type="text"/>	Mn Mottled	<input type="text"/>	Whiteware	<input type="text" value="1"/>	Eng Dry-bodied	<input type="text"/>
Buckley	<input type="text"/>	North Devon	<input type="text"/>	Porcelain	<input type="text" value="1"/>	Nottingham	<input type="text" value="1"/>
Creamware	<input type="text" value="6"/>	Pearlware	<input type="text" value="8"/>			Rhenish	<input type="text"/>
						Wt Salt-glazed	<input type="text" value="4"/>

All quantities exact or estimated minimal counts

Other Artifact & Feature Types:

Prehistoric Artifacts			
Flaked stone	<input type="text"/>	Other fired clay	<input type="text"/>
Ground stone	<input type="text"/>	Human remain(s)	<input type="checkbox"/>
Stone bowls	<input type="text"/>	Modified faunal	<input type="text"/>
Fire-cracked rock	<input type="text"/>	Unmod faunal	<input type="text"/>
Other lithics (all)	<input type="text"/>	Oyster shell	<input type="checkbox"/>
Ceramics (all)	<input type="text"/>	Floral material	<input type="checkbox"/>
Rimsherds	<input type="text"/>	Uncommon Obj.	<input type="text"/>
		Other	<input type="checkbox"/>

Prehistoric Features

Mound(s)	<input type="text"/>	Storage/trash pit	<input type="checkbox"/>
Midden	<input type="checkbox"/>	Burial(s)	<input type="checkbox"/>
Shell midden	<input type="checkbox"/>	Ossuary	<input type="checkbox"/>
Postholes/molds	<input type="checkbox"/>	Unknown	<input type="checkbox"/>
House pattern(s)	<input type="checkbox"/>	Other	<input type="checkbox"/>
Palisade(s)	<input type="checkbox"/>		
Hearth(s)	<input type="checkbox"/>		
Lithic reduc area	<input type="checkbox"/>		

Lithic Material

Jasper	<input type="checkbox"/>	Fer quartzite	<input type="checkbox"/>	Sil sandstone	<input type="checkbox"/>
Chert	<input type="checkbox"/>	Chalcedony	<input type="checkbox"/>	European flint	<input type="checkbox"/>
Rhyolite	<input type="checkbox"/>	Ironstone	<input type="checkbox"/>	Basalt	<input type="checkbox"/>
Quartz	<input type="checkbox"/>	Argilite	<input type="checkbox"/>	Unknown	<input type="checkbox"/>
Quartzite	<input type="checkbox"/>	Steatite	<input type="checkbox"/>	Other	<input type="checkbox"/>
		Sandstone	<input type="checkbox"/>		

Dated features present at site

Historic Artifacts			
Pottery (all)	<input type="text" value="36"/>	Tobacco related	<input type="text" value="155"/>
Glass (all)	<input type="text" value="1515"/>	Activity item(s)	<input type="text"/>
Architectural	<input type="text" value="4985"/>	Human remain(s)	<input type="checkbox"/>
Furniture	<input type="text"/>	Faunal material	<input checked="" type="checkbox"/>
Arms	<input type="text"/>	Misc. kitchen	<input type="text" value="2894"/>
Clothing	<input type="text" value="59"/>	Floral material	<input type="checkbox"/>
Personal items	<input type="text" value="14"/>	Misc.	<input type="text" value="4738"/>
		Other	<input type="checkbox"/>

Historic Features

Const feature	<input checked="" type="checkbox"/>	Privy/outhouse	<input type="checkbox"/>	Depression/mound	<input type="checkbox"/>	Unknown	<input type="checkbox"/>
Foundation	<input type="checkbox"/>	Well/cistern	<input type="checkbox"/>	Burial(s)	<input type="checkbox"/>	Other	<input type="checkbox"/>
Cellar hole/cellar	<input checked="" type="checkbox"/>	Trash pit/dump	<input type="checkbox"/>	Railroad bed	<input type="checkbox"/>		
Hearth/chimney	<input checked="" type="checkbox"/>	Sheet midden	<input type="checkbox"/>	Earthworks	<input type="checkbox"/>		
Postholes/molds	<input type="checkbox"/>	Planting feature	<input type="checkbox"/>	Mill raceway	<input type="checkbox"/>		
Paling ditch/fence	<input type="checkbox"/>	Road/walkway	<input checked="" type="checkbox"/>	Wheel pit	<input type="checkbox"/>		

All quantities exact or estimated minimal counts

Radiocarbon Data:

Sample 1: +/- years BP Reliability Sample 2: +/- years BP Reliability Sample 3: +/- years BP Reliability

Sample 4: +/- years BP Reliability Sample 5: +/- years BP Reliability Sample 6: +/- years BP Reliability

Sample 7: +/- years BP Reliability Sample 8: +/- years BP Reliability Sample 9: +/- years BP Reliability

Additional radiocarbon results available



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Unknown

External Samples/Data:

Collection curated at

Additional raw data may be available online

Summary Description:

The Middle Ford Ferry Tavern (18FR819) is the archeological remains associated with a mid 18th to early 19th century tavern sited at a major ferry crossing of the Monocacy River in the Urbana area of Frederick County. The site is situated on a low terrace on the floodplain of the Monocacy River within the boundaries of the Monocacy National Battlefield (see synopsis report for 18FR30). The landscape of the site today is maintained as a heavily wooded riparian buffer between farm fields and the river. The Middle Ford Ferry Tavern was an important waypoint on the Old Georgetown Turnpike that connected Georgetown with Frederick and points west. The turnpike would eventually be realigned east of the ferry when a covered bridge was constructed in the early 19th century, leading to the demise of the ferry crossing and tavern. Soils at the site are primarily Codorus and Hatboro silt loams.

The history of the Middle Ford Ferry Tavern really begins with the establishment of Frederick Town in 1745. At that time, there was already a wagon road (Buckeystown Pike) leading from Frederick to the mouth of the Monocacy near present day Dickerson, MD. A second road was needed to create a more direct route between the growing city and the warehouses and other commercial centers along the Potomac River near Georgetown. In the March 1748 proceedings of the Frederick County Court, reference is made to a road leading from "Henry Ballinger's to Hussey's ford & the new road to the middle ford" on the east side of the Monocacy River. Henry Ballenger was a Quaker miller and landowner who leased land in the general vicinity of the site for several years, made strategic purchases, and then in 1750 had 1,003 acres of newly acquired land resurveyed into a tract called "Resurvey on Mill Lott and Ballengers Endeavor". This "new road" divided from the older Buckeystown Pike and continued southeasterly to a new ford over the Monocacy River on Ballenger's land known as the Middle Ford. After the establishment of Georgetown in 1751, the new road became known as the Georgetown Road (MD 355) and served as the primary route between Georgetown and Frederick well into the 20th century.

As traffic increased on the Georgetown Road, other improvements were required. In March 1748, Henry Ballenger entered into a contract with the county court, "to keep a ferry over the Middle Ford on Monocacy and to provide a boat or scow and an able hand or hands until the last day of November Court for which the said Henry Ballinger is to be allowed in the next County Levy at the rat of ten pounds from the time he [possesses] the ferry and has the boat or scow ready to convey persons over and ordered that the said Henry do not demand or take more than four pence for carrying a man and horse over and three shillings for waggons". Ballenger also operated a grist or flour mill on Ballenger Creek, so it is possible that he was not directly involved in the operation of the ferry, but instead hired a manager to oversee it.

In 1751, Ballenger sold his property to Richard Richardson and in 1754, the Frederick County Court appointed "Thomas Beatty and William Griffith, Gentlemen, to agree for keeping a ferry at the Middle Ford on Monocacy". Beatty and Griffith, in turn, appear to have contracted with Daniel Kennedy, who was probably responsible for day-to-day operation of the ferry. Kennedy also kept a tavern at the ferry site. In 1754, he was awarded a license, "to keep a house of Entertainment in the County of Frederick in the Late Dwelling House of Richard Richardson". This suggests that the building housing the tavern was constructed at least as early as 1751 when Richardson acquired the property. In 1755, Kennedy's license was renewed for, "an Ordinary of Publick House of Entertainment at the place where he now lives".

The presence of a tavern at the site of the Middle Ford ferry was customary. Many colonies required ferry operators to keep taverns at their slips for the convenience of their customers, as travel in rural areas was hazardous and fatiguing.

In 1765, Richard Richardson sold 1,283 acres to James Marshall, including the tract that held the tavern and ferry crossing. Marshall already had extensive landholdings in the area, including tracts on bank of the Monocacy opposite the tavern. In 1766, Marshall would apply for a warrant to resurvey his various tracts into a new plantation that he called "Arcadia". By the time of his death in 1803, Marshall would own nearly all of the properties that today comprise Monocacy National Battlefield, including the Thomas Farm and the tavern site. Although he acquired substantial landholdings in Frederick County in the 1750s and 1760s, Marshall does not appear to have resided there until about 1770.

Marshall worked as a representative agent or "factor" for the Glasgow merchant firm John Glassford & Company, which was one of the most successful tobacco trading houses in the Chesapeake tidewater region. His business dealings required frequent travel in Maryland, Virginia, and abroad. Historic documents indicate at least two trips to Great Britain in 1765.

Although still residing in Prince George's County at the time, Marshall began purchasing property in Frederick County in the late 1750s. By 1768, he had increased his landholdings in Frederick County to more than 900 acres, largely along the Monocacy River. Because of these purchases, he effectively controlled the river crossing on the main road from Frederick to Georgetown. Sometime after 1763, he married, possibly during one of his two trips to Great Britain in 1765. That same year, Marshall relinquished his management position at Glassford & Company's store in Prince George's County, but continued to work for the company as an appraiser, creditor, and administrator.

During the latter part of the 18th century, James Marshall not only farmed his property, but also operated various business ventures on his extensive landholdings. Most importantly he leased out the operation of the ferry and tavern on the Monocacy. He also operated a sawmill on the far and speculated in the timber business. He may also have operated some form of dry goods store out of the tavern facility (a not uncommon practice at rural taverns of the period).

In 1772, Captain Thomas Price and Mr. Chris Edelin were appointed by the Frederick County Court to "[trist]? with some person to keep the Ferry over Monocacy at Mr. Marshalls," and in 1773, Robert Peter and David Lynn each posted £50 as security for Daniel Shultz to keep the ferry over the Monocacy. The court further ordered, "that the sum [lined?] for this Ferry be entered on the Levy payable to Mr. James Marshall". The next reference to the ferry appears in 1779, when Marshall entered into a contract with Edward Crabb for, "rent of the middle ferry on Monocasy and plantation thereto adjoining". Apparently, Crabb defaulted on his original contract with Marshall, and a second agreement was made on July 23, 1781, "with legal Interest from said date for the same". Crabb had still not paid his debt in August 1781, prompting Marshall to evict him and seize some of his personal property, including "one negro woman slave named Moll, one sorrel horse, and a feather bed and bedding". Crabb sued Marshall in November 1781 in an attempt to recover his property, but lost the case.

In 1785, Marshall leased the ferry to Thomas Basford, this time requiring £100 security bond on the ten-month lease agreement. The agreement reads, "Whereas the above bound Thomas Basford hath rented of the said James Marshall the middle ferry on Monocasy with the dwelling house & plantation adjoining until the first day of December next ensuing for the rent of Thirty pounds Current money in Specie & hath received of the said James Marshall a new



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Unknown

ferry Boat & a new rope for the use of the ferry; also possession of the dwelling house and said plantation, which said property the said Thomas Basford is to enjoy for his own benefit & advantage (the ferrriage of said James Marshall his family & those working for him or about his business excepted, which is to be free when required) during & until the expiration of the term aforesaid, when the said premises and every part thereof shall be restored & delivered up to the said James Marshall...". In spite of the security bond, Basford defaulted on his contract, and Marshall took him to court on January 4, 1786.

By 1787, Marshall was renting the ferry to a man named Robert Hammitt. Like previous ferry operators, Hammitt also operated a tavern on the site. A tavern labeled "Hammets" is noted on the east side of the Georgetown Road near the ferry crossing on a 1794 map of Maryland. Robert Hammitt appeared in court in August of 1787 "for keeping a ferry at Marshels ford on Monocasy without License". Such an infraction could have serious consequences. The justices of the County Court were empowered to fine, "the sum of fifty dollars" for keeping "a ferry for hire or reward...without obtaining a license". Hammitt appeared before the Council of Maryland to plead his case, claiming that he was ignorant of the law and that due to the high rents he paid to Marshall and the "numerous family" he had to support, that paying the proposed fine of £5 would be a hardship. Hammitt's claim of "numerous family" and financial hardship may not have been an exaggeration. He is recorded in the 1790 Census with at least 7 children and 4 slaves. Ultimately, the Council recommended that the fine be canceled.

Hammitt renewed his rental agreement with James Marshall for a two-year term for the "Plantation, Boat & rope" and "100 acres of land" on Marshall's plantation on August 18, 1788. Perhaps as a result of his earlier difficulties with ferry tenants, Marshall charged Hammitt, "Fifty pounds Current money in Specie", along with a security bond of £200. Marshall's lease stipulated that Hammitt "preserve & keep the buildings, fences & orchard of fruit trees...in good order & condition". In addition to the re-stated stipulation that Marshall's family, servants, and slaves receive free passage on the ferry, the lease stipulates that Hammitt was, "to open a road for the Waggons of the said James Marshall to pass & repass to & from his Saw Mill where the same used to be when demanded..."

Marshall's contract with Robert Hammitt was valid at least until 1791. However, an addendum to the original lease document indicates that Hammitt died on January 18 in either 1791 or 1792. On April 2, 1792, Hammitt's widow Rebecca made her mark on an agreement to continue the rental arrangement under the same terms and at the same rate. A second addendum was added on December 14, 1795. In this instance, Jacob Wilson made his mark, noting that, "Whereas the ferry an plantation within mentioned having been continued according the said Agreement by my present Wife Rebecca until this day I now agree for the continuation thereof until the first day of December next in 1796 and whereas the Boat and rope for the ferry require renewment I promise and agree to renew the same and deliver them up staunch & in perfect good condition & sound together with the said Plantation on the said first of Decem with the rent aforesaid to the said James Marshall...". As this addendum indicates, sometime between 1792 and 1795 Rebecca Hammitt remarried, and her new husband Jacob Wilson took over the lease of the ferry and plantation. An accounting document indicates that on December 1, 1796 Wilson paid James Marshall £51.10 for "a years rent of the ferry & Plantation".

Despite the security bond, on August 17, 1797 James Marshall's attorney Arthur Schaaf filed a motion with the Frederick County Court against Jacob Wilson, in which he accused Wilson of having "not kept the Covenant" he made with Marshall. The lawsuit claimed that Wilson failed to renew and keep both the boat and rope in good condition, or pay his rent, and that Marshall was entitled to £1,000 in damages. Apparently, Marshall was at least partially successful in his claim, as Wilson provided, "a new ferry Boat & Rope made & paid for at my expense" at a cost of £45.8.3 on September 20, 1797. However, Marshall's claim of damages amounting to £1,000 clearly didn't hold up in court.

Accounting documents associated with the case provide some interesting descriptive details about the ferry boat and its construction. Wilson hired a builder named James Fitzgerald to construct it, and also paid for his transportation and "Accommodations in diet & lodging 19 days". The boat measured 45 ft in length and was constructed of "Timber, Plank, Iron, nails, & Oakum". Wilson also purchased 330 ft of 4½ inch rope in Baltimore and had it transported to the ferry site.

There is some indication that Marshall was running a dry goods business out of the tavern location at the ferry crossing. In 1799, William Witherow of Frederick County purchased a variety of wares from James Marshall for £1,600, including "twenty-five boxes window Glass, two barrels of Wine, two barrels French brandy, four faggotts Steel, two hundred weight Lead, one hundred weight Longwood, two Boxes Dry Goods, one Barrel Coffee, two Crates ware, one Saddle, six Rifles, one hegg Tea, and one small box of goods". It was not uncommon for rural taverns to serve multiple functions, and many tavern keepers old and assortment of consumer merchandise in addition to food, lodging, and drink. Marshall's transaction with Witherow may indicate a similar arrangement at the Middle Ford ferry tavern.

In spite of Marshall's successful resolution of the 1797 case, his troubles with Jacob and Rebecca Wilson continued. Among the "Debts due to the Estate of James Marshall deceased" in Marshall's inventory (recorded in June 1803 shortly after his death) is an entry for Rebecca Wilson, who owed £1.10. The inventory also includes "A List of Desperate Debts due to the Estate of James Marshall Deceased", which records that Jacob Wilson owed Marshall £51.10, apparently for interest on a bond dating to December 1795. This may indicate that Jacob Wilson became responsible for the ferry lease in 1795, but failed to pay his rent that year. The amount owed by Rebecca Wilson may be interest for late rent payment between 1792 and 1795. No documentary evidence has surfaced to indicate precisely when Wilson's ferry lease ended.

By the close of the 18th century, some of Marshall's enslaved laborer may have been operating the ferry. An 1806 advertisement describes a runaway slave named Moses, who originally belonged to James Marshall. In 1805, Moses ran away from Marshall's daughter Eleanor and her husband John L. Harding. The advertisement for his return identifies him as being "well acquainted with the ferrying business".

After James Marshall's death, the tract containing both the main plantation house at Arcadia and the ferry/tavern site eventually devised to his son, William, and daughter, Chloe. William Marshall's landholdings increased in 1807, when his sister Chloe died and left him her share of their father's estate. In addition, William Marshall apparently continued to be responsible for operation of the ferry, even though the Georgetown Road was chartered as a turnpike by the State of Maryland in 1805. Primary references indicate that William Marshall took a more direct role in the operation of the ferry than his father had. In 1810, Thomas Dinmore, William Marshall, and James Robertson agreed that Thomas Dinmore would "faithfully and diligently keep the ferry of Monocacy commonly called Marshalls ferry". Dinmore's involvement with the ferry was short-lived. However, a second agreement was recorded on November 30, 1811 in which William Marshall, James Robertson, and Jacob Lease agreed that William Marshall would be responsible for keeping the ferry.

In both instances, the agreement specified that a license would be obtained and that, "one boat sufficient for the purpose of said ferry" would be provided. In addition, Marshall and his associates were to provide, "one able bodied hand and in time of high water...two-able bodied hands from day light to day light to the first of March next, and from an hour before to an hour after day light for the residue of the time". They were further prohibited from charging or receiving



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ferrage fees in excess of what was allowed by law. If Marshall and his associates failed in their execution on any of these variables, they would be fined by the County Court in the amount of £50. No information has surfaced to indicate how the tavern was operated at this time. Perhaps it was inhabited and operated by the "able bodied hand" retained by Marshall.

In March of 1812, William Marshall began advertising his property for sale in the Frederick Town Herald. In August of that year, Colonel John McPherson purchased 415 acres from William Marshall, including the parcel with the brick manor house and ferry. McPherson was a substantial property owner and entrepreneur who, "was deeply involved in the growing industrial and transportation developments in the region". McPherson purchased several parcels of land in the Monocacy area during the first two decades of the 19th century, apparently with the goal of undertaking major industrial and transportation development there.

In 1805 the Georgetown Pike was chartered by the State of Maryland and by 1828, a covered wooden bridge over the Monocacy River was constructed. The bridge was constructed just upriver from the Marshall's ferry crossing and necessitated re-alignment of the Georgetown Pike slightly to the east. An 1829 map of the proposed Monocacy Canal shows the location of the bridge as the new road alignment. With the new road alignment and construction of the bridge, the ferry on the Thomas Farm land and its associated tavern likely ceased operation. However, an 1829 map created of the proposed Monocacy Canal depicts an unnamed structure, probably the tavern, east of the old Georgetown Pike, indicating that a structure still stood in that location after construction of the bridge. It is possible that the tavern remained in use for some period of time after the road was moved and the ferry closed.

The first archeological examination of the Middle Ford Ferry Site (18FR819) was carried out shortly after the acquisition of the Thomas Farm property by the National Park Service (NPS) in 2001. The Thomas Farm became the focus of park development activities for interpretive purposes and from 2003 to 2008 a major program of Phase I and II archeological investigations was carried out. The general management plan for the National Battlefield called for the Thomas House to be adaptively reused as the park's administrative headquarters and further flung resources on the Thomas property (such as the historically documented ferry and tavern location) warranted investigation to further the interpretation of the historic landscape. The archeological work was carried out to assist the NPS in its responsibilities regarding the National Historic Preservation Act of 1966 and other related federal legislation.

As demonstrated previously, the presence of an 18th century ferry and tavern on the Thomas Farm is thoroughly documented through primary records. Prior to the start of the Phase I and II research at the Monocacy National Battlefield, the NPS archeology team consulted with members of the local avocational archeology and relic-hunting communities, and also examined a collection of artifacts reportedly recovered from the tavern site. When these consultations failed to pinpoint the location of the site, the archeology team undertook an informal reconnaissance survey of the wooded riparian buffers along the river. This rather cursory examination resulted in the discovery of a scatter of 18th and 19th century domestic artifacts in a heavily wooded area on the northern edge of an agricultural field, just east of the trace of the original alignment of the historic Georgetown Road. This roughly 1/2 acre domestic scatter was thought to be the site of the tavern.

Initially, a systematic metal-detector survey was envisioned for Phase I, but a small trial area proved that the location was so densely laden with ferrous materials that such a survey would prove too time-consuming. Shovel test pits (STPs) were therefore selected as the most practical Phase I approach, followed by Phase II excavation units in high potential areas. The work began with the mechanical removal of the dense underbrush across the site. This was followed by the establishment of a grid aligned to magnetic north and the recordation of the site grid using a total station. STPs were then excavated at 6.1 m (20 ft) intervals across the site. Where warranted (primarily westward toward the trace of the Georgetown Pike), 3.05 m (10 ft) and 1.52 m (5 ft) offsets were undertaken to further define potential features and artifact clusters. STPs were excavated about the width of a shovel blade and at least 9.14 cm (0.3 ft) into sterile subsoil, or until reaching a potential subsurface feature.

A total of 111 STPs were excavated. Excavated soil was screened through hardware cloth, and all artifacts were collected relative to general stratigraphic layers. Soil characteristics, including color and texture were described using standard methods and nomenclature and artifact provenience was assigned according to the northing and easting designation of the STP and the soil strata. Modern rubbish such as aluminum cans, tinfoil, and cigarette filters were noted and discarded in the field. Field notes and profiles were maintained for all STPs, and color photographs and/or maps were recorded where applicable.

Of the 111 STPs excavated, 39% (43 STPs) contained artifact concentrations, soil changes, or other factors suggesting high archeological potential. Analysis of these high potential STPs provided the basis for the placement of Phase II excavation units. Phase II work entailed the placement of 26 excavation units: 18 that were 1.524 X 1.524 m (5 X 5 ft) in extent, 7 that were 76 X 152 cm (2.5 X 5 ft) in extent, and 1 that was 76 X 76 cm (2.5 X 2.5 ft) in size. The locations of excavation units were surveyed and recorded using a total station. These data were then downloaded into a drawing program and exported into the project GIS to produce thematic maps. Soil strata were excavated within naturally-occurring stratigraphy. In general, soil strata greater than 15.24 cm (6 in) in depth were excavated and recorded in 15.24 cm sub-strata increments. Measurements were taken from the highest elevated corner of each unit. The nature of each stratum or soil horizon within each excavation unit and the presence or absence of cultural materials was recorded in the field. Soil characteristics including color and texture were described using a soil color chart and standard soil nomenclature. Field specimen numbers were assigned by provenience and photographic and field records (including plan views and profile drawings) were maintained for each unit and feature.

As a general rule, all units were excavated with trowels and shovels, and soil was screened through hardware cloth. Modern rubbish, such as aluminum cans, tinfoil, plastic, cigarette filters, and the like were discarded either in the field or during the cataloging process. In addition, due to the recovery of large amounts of architectural debris such as brick and mortar at the Middle Ford Ferry tavern site, such materials were generally collected in the field, then counted, weighed, and sampled during the cataloging process.

STP data were used to place the various units. Two of the 1.524 X 1.524 m excavation units were initially placed, one to examine an artifact concentration and another to explore differential soil and high artifact counts that were thought to be associated with a deep feature. The artifact concentration turned out to be the location of a chimney fall and hearth platform feature, while the area of differential soil revealed a cellar hole associated with a structure. The other 24 units were placed to better define the extent of the hearth platform and cellar hole features, to examine features encountered when a gradiometer was brought to the site, and to explore other high potential areas identified during the shovel test pitting.

The gradiometric survey mentioned in the preceding paragraph occurred after the completion of the first two test units. A 20 X 20 m area of interest was marked out and 1 m intervals were denoted using vinyl tapes stretched east-west on the north and south boundaries of the 20 m area. A third meter-marked tape was stretched north-south between corresponding marks on the east-west tapes to define a pair of 1 m transects – ten pairs for each grid square. Then, each transect was walked in succession using a Geoscan Research FM256 fluxgate gradiometer with eight readings taken per meter for a total of 160 readings per transect. As each transect pair was completed, the north-south tape was moved two meters to the east to define the next transect pair.



Phase II and Phase III Archaeological Database and Inventory

Site Number: 18FR819

Site Name: Middle Ford Ferry Tavern

Prehistoric

Other name(s)

Historic

Brief Description:

Mid 18th-Early 19th century tavern site associated with the Middle Ford Ferry over the Monocacy River

Unknown

Data collected from the gradiometer survey grid squares were downloaded to a computer, plotted, and processed and the co-registered with the site's landscape features in the project GIS. As anomalies recorded by the gradiometer could be cultural (e.g. fences, walls, structures, middens, hearths, etc.) or natural (e.g. rock outcrops, lightning strikes, etc.) the equipment operated highlighted several anomalies that he interpreted as likely cultural in origin based on their characteristics. The coordinates for these anomalies were derived from the project GIS and were then ground-truthed through the excavation of test units (see above). Five pit features identified by the gradiometer were examined with two 1.524 X 1.524 m test units, ultimately leading to the identification of a large midden feature.

The Middle Ford Ferry excavations exposed a stratigraphic profile of nearly 150 years of agricultural disturbance which have impacted the site somewhat. However, overall, the site exhibited a very high level of archeological integrity and excellent preservation, with no evidence of flood scouring, burial, or redeposition. It is also worth noting that, unlike other areas of the Thomas Farm, the site does not appear to have been significantly impacted by relic hunting.

Six cultural features were identified during the 2003-2008 excavation of 18FR819. Feature 2 was a disarticulated mass of stones and mortar. Approximately 3.7 m (12 ft) east of the stone/mortar mass a roughly 1.5 X 2.4 m (5 X 8 ft) rectangular platform of flat limestone slabs was encountered. This structure was designated Feature 8 and when an ash pit (Feature 10) along its southeast edge, it became apparent that these features collectively constituted the remains of the tavern's hearth. Feature 2 was the chimney fall, Feature 8 was the hearth platform, and Feature 10 the associated ash pit. This hearth was situated on the southeast corner of a large cellar hole or crawl space (Feature 7). The cellar hole measured 4.3 X 5.8 m (14 X 19 ft) in extent. The midden feature (Feature 23) identified during the gradiometer survey (see above) was identified northeast of the cellar hole. It consisted of a dense concentration of organic matter and artifacts dating from the 18th and early 19th centuries. Excavation units placed on the southwest corner of the cellar hole exposed a collapsed section of the tavern's mortared stone foundation wall (Feature 26), along with a remnant builder's trench (Feature 28).

A total of 14,396 artifacts were recovered during the 2003-2008 excavations at the Middle Ford Ferry tavern site. The assemblage primarily reflects domestic use of the site. The assemblage included 4,985 architectural artifacts (including 726 handwrought nails and 70 machine cut nails, mortar, brick, plaster, and flat glass), 48 buttons (21 cupric alloy, 11 pewter, 5 tombac, 6 bone, 1 shell, and 4 metallic sleeve buttons), 11 shoe buckles, numerous ceramic sherds (at least 3 delftware, 1 Faience, 2 Staffordshire slipware, 1 Jackfield, 6 creamware, 8 pearlware, 1 whiteware, 1 Chinese export porcelain, 4 redware, 1 English Brown stoneware, 1 Nottingham stoneware, 4 white salt-glazed stoneware, and 3 other stoneware), 1,515 glassware fragments, 2,072 oyster shell fragments, 822 animal bone/teeth pieces, 155 tobacco pipe fragments (91 stems), 3 comb fragments, 11 coins (2 early 18th century, 4 late 18th century, 2 early 19th century, and 3 indiscernible), and nearly 5,000 other items. It should be noted that the table above lists 4,738 miscellaneous items, which includes most of the ceramic assemblage since this class of artifact is not enumerated in the full site report.

In sum, the evidence suggests the presence of a log or frame building constructed to be roughly 14 X 19 feet of log construction with a stone foundation and stone masonry chimney. The building was oriented to face the Georgetown Road, and was situated on a fairly steep slope, which required excavation of a partial cellar or crawl space to a depth of approximately 3-4 feet. A circular midden feature was also identified, and is believed to be one of several features located to the rear of the structure. In addition, a large number of domestic artifacts dating from the 18th and early 19th century were recovered from the site. Based on the historic documentation, in concert with the archeological evidence, the building identified at 18FR819 was interpreted as the main tavern structure associated with the mid 18th-early 19th century Middle Ford Ferry.

Excavations at 18FR819 indicate that the site is intact and retains a high level of archeological integrity. Future archeological and historic research at the site is warranted, particularly to determine the locations of outbuildings and support structures associated with the tavern and ferry that are noted in historic references. The site should be considered a significant archeological resource.

External Reference Codes (Library ID Numbers):

95001413