

(Oct. 1990)

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 Kelly's Ferry Road and Cemetery

other names/site number N/A

2. Location

street & number US Highway 41 near Kelly's Ferry Church of God

NA not for publication

city or town Guild

vicinity

state Tennessee

code TN

county Marion

code 115

zip code 37340

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.)

Signature of certifying official/Title

Date

Deputy State Historic Preservation Officer, Tennessee Historical Commission

State or Federal agency and bureau

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

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.

See continuation sheet

determined eligible for the National Register.

See continuation sheet

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Signature of the Keeper

Date of Action

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.)

- | | |
|---|--|
| <input checked="" type="checkbox"/> private | <input type="checkbox"/> building(s) |
| <input type="checkbox"/> public-local | <input type="checkbox"/> district |
| <input type="checkbox"/> public-State | <input checked="" type="checkbox"/> site |
| <input type="checkbox"/> public-Federal | <input type="checkbox"/> structure |
| | <input type="checkbox"/> object |

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

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)
Chickamauga-Chattanooga Civil War-Related Sites, 1863-1947

Number of Contributing resources previously listed in the National Register
N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION / Road-related
FUNERARY / Cemetery

Current Functions
(Enter categories from instructions)

TRANSPORTATION / Road-related
FUNERARY / Cemetery

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 STONE

Narrative Description

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

See continuation sheets.

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 whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** moved from its original location.
- 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.

Narrative Statement of Significance

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

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION
 SETTLEMENT PATTERNS
 SOCIAL HISTORY
 MILITARY

Period of Significance

circa 1835-1956

Significant Dates

circa 1835, 1838, 1863-1864, 1920, 1952

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

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:

Middle Tennessee State University

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Kelly's Ferry Road and Cemetery
Marion Co., TN

VII. NARRATIVE DESCRIPTION

Kelly's Ferry Road and Cemetery are located in Marion County, Tennessee, adjacent to U.S. Highway 41, near the Kelly's Ferry Church of God in an unincorporated part of the county. The road and cemetery date from the 1830s and continued in use until approximately 1988 when the last burial was made at the cemetery and when a metal gate was installed on the road, limiting access to a property owner who has a residence along the river bank. While there have been early twentieth century changes to the road, it still reflects its use as an early nineteenth century road. The cemetery has a largest majority of its burials (approximately 75%) on or before 1957. In addition there was many other early graves (approximately 60) that are totally unmarked, or marked solely by a stone with no lettering,

Passing through mature hardwood forest, Kelly's Ferry Road, built circa 1835, with additional improvements circa 1863-1864 and circa 1920, junctions with the federal highway approximately twenty yards west of the church building. It then extends in a northwest direction for approximately two hundred yards, passing the length of the historic cemetery. The road is composed of earth and rock. It is approximately 15-20 feet wide for most of its length. Earthen banks of two to three feet in height define the historic route of the road. The road surface varies; gravel has been dumped at places in the mid-20th century, circa 1950; other sections are dirt packed with exposed rocks.

Kelly's Ferry Cemetery is located to the south of the road trace approximately 100 yards to the west of the current Kelly's Ferry Church of God building (the church is not included in the nominated boundaries). In use from at least the time of the Cherokee removal in 1838 to the present, the cemetery's oldest marker is for Mary M. Kelly, who died on October 25, 1838. It contains the graves of many prominent residents of Kelly's Ferry such as John Kelly, the founder of the ferry. The older section of the cemetery is its largest section. This older section contains graves from the mid-nineteenth to early twentieth centuries including the graves of the following people: John Kelly, John Nowlin, Adeline Hall Nowlin, Ignatius Hall and his wife Easter C. Hall, Johnny Hartman, James Hall, John Sexton, Nancy Hall, Rebecca Hall, an infant daughter of John and Rebecca Cummings, James and Margaret Mayo, Mary Hartman, Billy Sexton, and George Sexton. These people represent many of the families, which originally settled at Kelly's Ferry and are the ancestors of a number of people still residing in the nearby area. Approximately 75% of the marked burials date prior to 1957; there are numerous grave depressions marked by stone markers with no script and approximately 40 other grave depressions have no markers whatsoever.

The oldest graves in the Kelly's Ferry Cemetery lie at the northern section of the cemetery near Kelly's Ferry Road. The graves are all located in a wooded area and most of the tombstones are in excellent condition. The largest marker in the cemetery is a carved granite obelisk, in excellent condition, dedicated to the memory of John Kelly (died November 26, 1845), his youngest daughter Margaret M. (died October 25, 1838) and James Mayo (died February 1, 1841). A smaller, much less elaborate marker with a basket arched cap and no decorative motifs, marks the grave of an infant daughter of John and Rebecca Cummings (died 1867). The carvings are worn and faint. A carved small granite stone with basket arched cap and a stylized sunburst on the upper left and right corners marks the grave of Johnny Hartman, (died 1880) son of William and Virginia Hartman. A larger horizontal, rectangular, carved granite stone with matching sunburst motifs marks the entire Hartman plot, but the individual names are illegible. A tall,

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basket arch capped, carved granite stone with no decorative motif serves as the marker for Mary Hartman (died 1838), Billie Sexton (died 1870), and George Sexton (died 1875).

The burial of John Sexton (died 1914) is marked with two stones placed side by side. The first is a tall granite marker with basket-arched cap lacking decorative motifs, which has been broken in half. Next to it there is a smaller carved white marble stone with a pointed cap that indicates his rank in the army as a private and his division in the Georgia cavalry, CSA, during the Civil War. The marker for Rebecca Hall (born 1822) is a tall carved granite stone, which has broken approximately in half. This marker has an arched cap with a cyma reversa curve. The tympanum is decorated with a carved floral motif whose general type was popular in the nineteenth century. The stone of Nancy Hall (died 1852) is identical to that of Rebecca Hall. James Hall's grave (died 1855) is marked by a tall-carved granite marker with arched cap and a decorative motif on the tympanum of two men clasping hands in greeting. It is in excellent condition. The marker for Ignatius Hall (born 1794) is a tall-carved granite marker with an arched cap and a cyma recta curve. The tympanum is decorated with a carved open book, presumably a bible. The stone is broken approximately in half. Next to the gravestone of Ignatius Hall is a tall-carved granite marker for his wife, Easter C. Hall (died 1888). This marker has an arched cap with a carved open Bible decorating the tympanum. The marker for Adeline Hall Nowlin (died 1884) is a tall-carved granite stone, in excellent condition, with an arched cap and a decorative motif of a hand with the index finger pointing to heaven. Above the hand the carving reads, "Gone Home" and below the hand, "At Rest." The stone marking John Nowlin's (died 1856) grave is tall carved granite with a cyma recta curved capital and a tympanum decorated with an open book, presumably a Bible. There are approximately 175 burials in the cemetery, with 103 of these having gravemarkers that can be read and identified.

In general, the Kelly's Ferry Cemetery seems to contain three different decorative styles of tombstones, which correspond roughly to three different time periods. The earliest stones, which date approximately from circa 1830 to 1850, have decorative motifs of realistic flowers and unnamed books, presumably bibles, and cyma recta or cyma reversa curves decorating the caps. The stones from 1850 to 1890 have carved caps, and more stylized tympanum motifs involving hands, pointing and shaking, and an open Holy Bible. The style of carving on these stones is identical, including the sleeves above the wrists and hands and the style of the fingers. The newest stones in this section date from circa 1870 to 1914 and are less elaborate.

Kelly's Ferry Road and Cemetery retain a high degree of site integrity with no non-contributing structures. The segment of Kelly's Ferry Road being nominated retains its integrity of location and setting in that it is in its original location and the surrounding countryside retains its general physical appearance from its period of significance. The road also retains its integrity of design, materials, and workmanship from improvements on the dirt and rock road made from 1863-1864 and circa 1920. The cemetery is the most significant remnant of the community of Kelly's Ferry that existed at the time of both the Cherokee removal and the Civil War. It has integrity of association, setting, and feeling since the collective area of land around the cemetery retains its historic appearance and that the cemetery's physical environment is largely intact. The cemetery also has integrity of location and design in that the cemetery markers have not been moved and retain their arrangement from their period of significance. The materials and workmanship of the cemetery and individual grave markers also contain a high degree of integrity. The ferry landing nor the Kelly Ferry Church of God are not being included within the boundaries of this nomination.

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VIII. NARRATIVE STATEMENT OF SIGNIFICANCE

Kelly's Ferry Road and Cemetery, Marion County, Tennessee, are eligible for the National Register of Historic Places under Criterion A for their local significance in transportation and settlement patterns along the Tennessee River in Marion County as well as Cherokee social history during the Trail of Tears in 1818 and military events associated with the campaign for Chattanooga during the American Civil War in 1863-1864. The cemetery and road are the oldest, and only extant historic resources, associated with the rural community of Kelly's Ferry, one of the first white settlements created along the Tennessee River in Marion County. During the Trail of Tears in 1838, the Bell detachment used the road on the trip westward. During the Civil War, the road became part of the famed Union "Cracker line" used to supply troops and break the Confederate siege of Chattanooga. The road and cemetery were used extensively until the mid-twentieth century, with the road's public function ending in 1952 while the last burial at the cemetery took place in 1988. The nominated property, due to its association with the Battles for Chattanooga in 1863, meets the registration requirements for the Chickamauga-Chattanooga Civil War-related Sites, 1863-1947 MPS.

Located along the western portion of the Tennessee River Gorge, Kelly's Ferry Road and Cemetery contribute to the understanding of transportation developments along the Tennessee River in the nineteenth century in Marion County, Tennessee. The small community at Kelly's Ferry developed after the construction of a new federal road circa 1835. Sometime prior to the Cherokee removal in 1838, and probably by circa 1835, Colonel John Kelly (1779-1845) constructed the ferry at Kelly's Ferry on a calmer section of the Tennessee River downstream of "the suck" a treacherous section of shallows and rapids. The road or wagon path extended from the Tennessee River at Kelly's Ferry through a narrow gorge to Wauhatchie Junction, which in circa 1854 became an important railroad junction along the Nashville and Chattanooga Railroad.

As settlement along the Tennessee River and within the whole region increased and gold was discovered in Georgia, more pressure was placed on the government to provide more land for the settlers in the Southeast at the expense of the Cherokee people living in the region. Kelly's Ferry and Kelly's Ferry Road played a significant transportation role in the Cherokee Removal from the Tennessee Valley in the summer of 1838. Kelly's Ferry was serving a campsite and one of the principal river crossing points. Kelly Ferry's Road was a quality road for groups of westward bound Cherokee Indians and their U.S. Army guards on the Trail of Tears.

The ferry's first operator, John Kelly, served in the Tennessee General Assembly from 1817 to 1819 representing Bledsoe County. According to the *Biographical Directory of the Tennessee General Assembly, 1796-1861*, Kelly was born in Greenbriar County, Virginia, and later moved to Bledsoe County in 1808. This biographical account credits Kelly as being "instrumental in building a turnpike road to Ross's Landing (NR), the first bridge over the Sequatchie River, and the Nashville and Chattanooga turnpike. He served as a Captain in the War of 1812. He died on November 26, 1845 and is buried at Kelly's Ferry Cemetery. As a

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ferry operator and resident in nearby Jasper during the Cherokee removal of 1838, Kelly assisted hundreds of Cherokee across the Tennessee River as they journeyed westward.¹

Prior to the removal of the Cherokee, the Kelly's Ferry area marked the western boundary of the Cherokee Nation and served as an important communication link between Euro-American settlements to the west and Cherokee settlements to the east. This area had been inhabited by generations of Native Americans.

The Cherokee prepared for their removal beginning in March 1838 when the U.S. military, under the direction of General Winfield Scott, forced them into temporary forts at 27 military posts in Alabama, Georgia, Tennessee, and North Carolina. After several weeks in the temporary camps, the Cherokee were marched to emigration depots to be assigned to various detachments for the journey west. Emigration depots were created at the Cherokee Agency at present-day Charleston, Tennessee, near Ross's landing at present-day Chattanooga, and south of Fort Payne, Alabama. According to the Trail of Tears National Register of Historic Places Multiple Property Nomination, the majority of Cherokee were concentrated at the Cherokee Agency area. Several camps were located in this general vicinity, which covered a four-mile by twelve-mile area along the Hiwassee River extending from the Calhoun to Fort Cass, which was near present-day Charleston.² Three detachments of about 2,660 Cherokee are known to have crossed or camped the Tennessee River at Kelly's Ferry. John Bell, Lieutenant R.H.K. Whiteley, and Captain G.S. Drane led the three detachments that crossed or camped the Tennessee River at Kelly's Ferry. Tennessee archaeologist Benjamin Nance produced a detailed assessment of the Trail of Tears routes in Tennessee and found that Bell detachment used the Kelly's Ferry Road in October 1838.³ As Table I documents, Bell left the Cherokee Agency on October 11, 1838; records of the trip westward indicate that the group used Kelly's Ferry Road on October 18, 1838.

Table 1: Cherokee Detachments Who Crossed the Tennessee River or Camped at Kelly's Ferry

Conductor	Assistant	Departure Location	Disbandment Location	Date of Departure	Date of Arrival
Lt. R. Whiteley		Cherokee Agency Area	Flint Settlement, Indian Territory	12 June 1838	5 Aug 1838
Capt. G.S. Drane		Cherokee Agency Area	Webbers Plantation, Indian Territory	17 June 1838	5 Sep 1838
John Bell	Lt. Edward Deas	Cherokee Agency Area	Vineyard Post Office, Arkansas (Evansville)	11 Oct 1838	7 Jan 1838

¹ Robert M. McBride and Dan M. Robison, Biographical Directory of the Tennessee General Assembly, Volume I (Nashville: Tennessee Historical Commission, 1975), 422.

² Philip Thomason and Sara Parker, National Register of Historic Places Multiple Property Nomination Form, "Historic and Historical Archaeological Resources of the Cherokee Trail of Tears," October 2003, Section E, Page 16, 26-7, 38.

³ Nance, 33-4

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* Table 1 information from Philip Thomason and Dr. Sara Parker, National Register of Historic Places, "Historic and Historic Archaeological Resources of the Cherokee Trail of Tears Multiple Property Nomination," October 2003.

At the time of the Civil War, the Tennessee River charted a narrow and extremely rapid course once it passed Williams Island northwest of Chattanooga. After roaring through a long and narrow gorge between Raccoon Mountain to the south and Walden's Ridge to the north, the river eventually widened and slowed down near Kelly's Ferry. Thus the ferry and ferry road once again played an important role in the history of the Chattanooga area. In January 1863 Major James Nocquet, chief engineer of the Confederate Army of Tennessee, identified the ferry as a likely approach for an enemy attack against Chattanooga. Nocquet's observation was accurate; from Kelly's Ferry, Kelly's Ferry Ford Road ran eastward through a long and narrow unnamed gorge to Wauhatchie Junction. At this junction the Wauhatchie Pike and the Nashville and Chattanooga Railroad ran northward around the northern face of Lookout Mountain and eventually into Chattanooga.

On July 5 and 6, 1863, General William J. Hardee's Corps of the Army of Tennessee arrived along the banks of the Tennessee River at Kelly's Ferry. After drawing rations from a steamboat drawn up along the western bank of the river, Hardee's men crossed the broad expanse of water on a pontoon bridge. Following the completion of their crossing, the Confederates took up the pontoons they had thrown across at the ferry.

During the Army of Tennessee's ensuing stay in Chattanooga, General Thomas C. Hindman informed the Confederate Army commander Braxton Bragg that artillery posted at Kelly's Ferry could prevent a hostile crossing of the Tennessee River. At the time Hindman made his observations in late August 1863, only a single company of Texas cavalry guarded Kelly's Ferry. Realizing the importance of the site, Hindman bolstered the guard force with approximately sixty infantrymen, probably members of an Alabama brigade under General Zachariah Deas.

Despite Hindman's recommendations regarding the defense of Kelly's Ferry, the Confederate high command did little to secure the crossing site. Union scouting reports from September 1863 indicate that the Confederates probably did not maintain a constant presence at the ferry. On September 6, Union Colonel John T. Wilder reported the absence of any Southerners at Kelly's Ferry. Another report from a Union signal officer dated September 7, stated that a civilian scout had seen 300-400 Confederate horsemen at the site the day before.

On September 24 Lieutenant Colonel William T. Hoblitzell, commanding the Fifth (U.S.) Kentucky cavalry, reported "no enemy or traces of any [enemy] could be seen or heard of" at Kelly's Ferry. He further noted that the ferry's flatboat "or what there is left of it" was on the western side of the river. The next day Hoblitzell sent three companies of his regiment to Kelly's Ferry "to encamp there and watch it."

The Kentuckian's stay at Kelly's Ferry was probably brief. By October 1st the crossing was again in Rebel possession. The ferry apparently remained unoccupied or in Confederate possession until at least October 27. On that date Lt. Col. James B. Cahill, commander of the Sixteenth Illinois Infantry, reported the

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presence of a Confederate picket post at the ferry site. Cahill's men seized the ferry, probably without a fight.

While Lt. Colonel Cahill's regiment secured the river crossing at Kelly's Ferry, a few miles away in Lookout Valley a series of important events unfolded. The capture by Union troops of Brown's Ferry and then all of Lookout Valley opened the way for the "Cracker Line," a supply route that brought desperately needed rations to the besieged soldiers in Chattanooga.

The Cracker Line began in Bridgeport, Alabama, where the Union Army's Quartermaster Department had established a sizable supply depot. From Bridgeport, a small flotilla of steamboats plied upriver to Kelly's Ferry. Because of the acute shortages of supplies within Chattanooga, the steamers made the circuit frequently during the first two weeks of November. A crewmember of the *Paint Rock*, remembered landing a cargo at Kelly's every thirty-six hours during this period. At the ferry "a detail of about 100 men" from one of several regiments were always at the landing to unload boats.

Wagon trains filled with supplies left the landing and traveled eastward on the Kelly's Ferry Road to its intersection with the Wauhatchie Pike. Turning northward onto the Pike, the trains rumbled to the pontoon bridge at Brown's Ferry on the Tennessee River. After crossing at Brown's Ferry, the wagons traversed Moccasin Bend and passed over another pontoon bridge before entering Chattanooga. Thus the road was the key physical link between river and overland military traffic for the Federal campaign in Chattanooga in late November 1863.

The enormous importance of Kelly's Ferry and Kelly's Ferry Road as links in the Cracker Line was not lost on the Union high command. General Montgomery Meigs asked Commanding General U.S. Grant on November 1st for approval to make improvements at Kelly's Ferry and the existing road that served the landing. Meigs wanted the improvements so the ferry could be established as a substantial federal depot. Grant agreed and approved Meigs' request. This work continued from November 1863 into early 1864. As the following weeks proved, Meigs' assessment was accurate. The supplies flowing through the Cracker Line during the month of November 1863 helped to revitalize the Union Army and contributed to the dramatic victories won by that force on Lookout Mountain and Missionary Ridge.

Although the property's most high-profile transportation significance relates to its associations with the Trail of Tears and the later Civil War Battles for Chattanooga, the extant cemetery and road also document significant early settlement patterns in Marion County.

Beginning with the construction of Kelly's Ferry by John Kelly circa 1835, a community developed on either side of the Kelly's Ferry Road on the Marion County side of the Kelly's Ferry crossing. This community included at least two large and three small residences, a cemetery, and a school-church building. Of these properties, only the cemetery and road remain today. Together these items included the basic essentials of a small community. Many of the family names found on the tombstones of the cemetery are found today in the local phonebook. Many families such as the Hartmans, Cummings, and Halls still live in the area and attend the new Kelly's Ferry Church of God. County historians have marked Kelly's Ferry as one of the oldest rural communities in Marion County. The mid-nineteenth century markers at the cemetery convey a

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high degree of masonry craftsmanship and exhibit religious themes, such as the open bible, that were important to local residents.

After the Civil War-era improvements to the Kelly's Ferry Road, it remained in its Civil War condition until circa 1920 when county officials placed new rock on the road, so that the ferry could better serve the increasing number of automobiles utilizing the adjacent modern highway (US Highway 41). The ferry remained open until 1952, after which time, the road fell into disuse, except for travel by local property owners and people going to the Kelly's Ferry Cemetery.

With its historical significance related to the Civil War, and the development of transportation and early Euro-American settlement, Kelly's Ferry Road and Cemetery meet the registration requirements for listing in the National Register of Historic Places under Criterion A. With its association with the Federal "cracker line" of 1863, this nomination also meets the requirements for multiple-property listing in the Chickamauga-Chattanooga Civil War-Related Sites, 1863-1947."

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X. GEOGRAPHICAL DATA

Verbal Boundary Description

The nominated property is a small portion of Lot 10 of the Marion County Tax Map. It includes the extant roadway of the Kelly's Ferry Road that extends from its junction with U.S. Highway 41 approximately two hundred yards to the western boundary of the Kelly's Ferry Cemetery, which is an irregular-shaped rectangular lot, approximately one hundred yards by fifty yards, that is immediately west of Lot 11 (the Kelly's Ferry Church of God). The nominated property does not include the church building or lot.

Boundary Justification

The nominated boundaries contain all of the extant historic property associated with the Kelly's Ferry Road and Cemetery.

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PHOTOGRAPHS

Kelly's Ferry Road and Cemetery, Marion Co., TN
Photos by: Carroll Van West and Julie Coco
MTSU Center for Historic Preservation
Murfreesboro, TN 37132
Date: October 2001
Negatives: Tennessee Historical Commission

Kelly's Ferry Road, looking southwest
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Kelly's Ferry Road, looking southwest
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Kelly's Ferry Road, looking northeast
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Kelly's Ferry Cemetery, looking southeast
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Kelly's Ferry Cemetery, looking northwest
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Gravestone of John Kelly and James and Margaret Mayo, looking west
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Gravestone of Easter C. Hall, facing east
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Gravestone of James Hall, facing east
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Gravestone of John Nowlin, facing east
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Gravestone of Adeline Hall Nowlin, facing east
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