

United States Department of the Interior National Park Service
NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

historic name: Fort Boreman
other name/site number: 46WD86

2. Location

street & number: Off of WV Route 68 not for publication: X
city/town: Parkersburg vicinity: N/A
state: West Virginia county: Wood code: 107 zip code: 26101

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X 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 forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant X nationally X statewide X locally. (See continuation sheet.)

Susan M. Perce 11/20/2002
Signature of Certifying Official Date

State or Federal agency and bureau Date

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 Date

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4. National Park Service Certification

I, hereby certify that this property is:	Signature of Keeper	Date of Action
<input type="checkbox"/> entered in the National Register		
<input type="checkbox"/> See continuation sheet.		
<input type="checkbox"/> determined eligible for the National Register		
<input type="checkbox"/> See continuation sheet.		
<input type="checkbox"/> determined not eligible for the National Register		
<input type="checkbox"/> removed from the National Register		
<input type="checkbox"/> other (explain):		

5. Classification

Ownership of Property: (Check as many boxes as apply)	Category of Property (Check only one box)
<input type="checkbox"/> private	<input type="checkbox"/> building(s)
<input checked="" 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

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

Contributing	Noncontributing	
0	0	buildings
1	0	sites
0	0	structures
0	0	objects
1	0	TOTAL

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

Number of contributing resources previously listed in the National Register 0

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6. Function or Use

Historic Functions
Defense/Fortification

Current Functions
Vacant/Not in Use (proposed city park)

7. Description

Architectural Classification: N/A

Materials

Foundation N/A
Walls N/A
Roof N/A
Other N/A

Narrative Description
(See continuation on 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.)

 X 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.

 X D Property has yielded, or is likely to yield, information important in prehistory or history.

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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 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

ARCHAEOLOGY: Historic/Non-Aboriginal
MILITARY

Period of Significance

1863-1865

Significant Dates

1863

1864

1865

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

European-American

Architect/Builder

Company A, 11th West Virginia Infantry (builder)

Narrative Statement of Significance

(See continuation sheets.)

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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):

- ☒ 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: Wood County Historical Society

10. Geographical Data

Acreage of Property: 11.98

UTM References (Place additional UTM references on a continuation sheet.)

Quad Map Name: Parkersburg W.Va - Ohio

A 17	<u>451050</u>	<u>4345850</u>	B 17	<u>451050</u>	<u>4345650</u>
Zone	Easting	Northing	Zone	Easting	Northing
C 17	<u>450850</u>	<u>4345650</u>	D 17	<u>450850</u>	<u>4345850</u>
Zone	Easting	Northing	Zone	Easting	Northing

_____ see continuation sheet

Verbal Boundary Description
(See continuation sheet.)

Boundary Justification
(See continuation sheet.)

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11. Form Prepared By

Name/Title: Gail Lynn Walls/Arch. Historian; Dr. Patricia Miller & J.T. Sutton/ Archaeologists

Organization: KCI Technologies Date: 16 May 2001

Street & Number: 5001 Louis Drive, Suite 201 Telephone: 717-691-1340

City or Town: Mechanicsburg State: PA ZIP: 17055

Property Owner

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

Name: Wood County Commission

Street & Number: 1 Court Square, Suite 203 Telephone: 304-424-1984

City or Town: Parkersburg State: West Virginia Zip: 26101

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The Fort Boreman property encompasses the location of a Civil War fortification, built in 1863 for the defense of the B&O Railroad and Parkersburg terminal, and its dependencies. Historic accounts report that the fort was constructed and originally garrisoned by the 11th Virginia Regiment, and that it included quarters sturdy enough to allow troops to remain there throughout the winter. It was garrisoned by various Battery companies through June 1865, when the final troops were mustered out and the cannon removed. The fort was later returned to civilian ownership.

The fort is described as a series of paired, approximately four foot deep trenches encircling the top of the hill in a zigzag pattern (Matheny 1987:364). An 1864 map suggests that the zigzags represent bastions for the five cannons present at the fort (Daugherty 1864), and that the fort was triangular in shape. A former soldier recalled that it was constructed of logs chinked with earth and rocks, into which firing ports were added (Folden 1950:22-23). The structure was accessed from the south/southeast along a roadway labeled Fort Boreman Road. The fort included a barracks and powder magazine, both located to the northwest of the fortifications. An 1864 military survey of Wood County indicates a total of seven buildings in this area (Meigs 1987:180). Although no standing structures remain, the defensive trenches are visible and archaeological remains may also be present.

The landform itself, Fort Boreman Hill, includes a small promontory hilltop along a ridge line. The fort itself was apparently positioned atop this ridgeline that runs roughly parallel to the adjacent mouth of the Little Kanawha River and almost perpendicular to an outside bend of the Ohio River. The selection of this site for a fortification was clearly based upon its elevation and location, both of which provide important strategic advantages. The highest portion of the ridge is approximately 840 feet above mean sea level (amsl). It commands an impressive view of the City of Parkersburg to the northeast, the Little Kanawha River to the east, and the Ohio River and town of Belpre, Ohio to the north and west. From this vantage point one may look directly down the length of Market Street in Parkersburg, then and now the heart of the downtown area. This point is approximately 350 feet long north-south and 200 feet wide east-west, resulting in an area of 70,000 square feet. A sheer rock face ranging from 15 to 40 feet in height borders the fort site along its eastern margin (facing the Little Kanawha River).

The south, west and north sides of the hilltop are steeply sloped and defined by a natural bench surrounding the fort location at approximately 800 feet in elevation. This bench is narrowest along the western edge of the fort location, then widens somewhat to the south. It is widest to the north, although the northernmost portion of the bench was removed during expansion of West Virginia Route 68. Although it is not clear how much of the bench was destroyed, it is unlikely that the landform extended more than an additional 100 feet past its present edge. Historic maps indicate that this general area was the location of the soldiers' winter quarters and possibly the magazine.

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Located along the three hillslopes around the fortification are several linear depressions that appear to encircle the hilltop about halfway down the slope to the bench. Local informants have stated that these depressions represent the remains of defensive trenches constructed by the soldiers that garrisoned Fort Boreman. In some areas there appear to be two successive levels of trenches, while in others there is only one.

Ground disturbances subsequent to the fort's occupation include a natural gas pipeline, graded roads, slope cutbacks during construction of the expanded WV Route 68 and, most notably, grading of the top of the hill thought to be the location of Fort Boreman. Initial archaeological investigation, however, indicates that the defensive trenches themselves are largely undisturbed, and that some of the area in which the soldiers' quarters and magazine were located are also relatively intact. Limited testing of three trenches indicates that some infilling has occurred but does not affect the integrity of the trenches themselves. The site retains an overall structural and visual integrity in spite of modern alterations, due in large part to the site's relative isolation from urban Parkersburg. The setting is not compromised by nearby residential and industrial growth, and visitors to the site may still recognize the unique defensive potential of this ridgetop location. Archaeological testing was kept to a minimum to avoid additional disturbance of the property and, although several nondiagnostic prehistoric artifacts were recovered, no artifacts associated with the Civil War were located. The intact nature of the trenches and other occupation areas, however, indicates that there is good potential for recovery of significant information with further and more focused archaeological investigation.

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Statement of Significance

Fort Boreman is eligible for listing in the National Register of Historic Places under Criteria A and D. Its significance under Criterion A (military) is related to its function as protection for the B&O Railroad during the Civil War. Fort Boreman’s location on a promontory overlooking the Wheeling-Parkersburg cutoff of the B&O Railway was key to the control of a rail system that served as a vital transportation and communications corridor. It is representative of Union fortifications that were constructed as part of a strategy initiated in 1863 to ensure that the rail link was not severed or commandeered by the Confederate army. Due to its crucial role in maintaining supply and communication links for the Union army, Fort Boreman has contributed to the broad patterns of Civil War history at the local, statewide and national levels.

The fort is also significant under Criterion D (archaeological potential) for the information it contains. Grading of the area where the fortifications were located disturbed any archaeological remains that may have been present. Limited archaeological investigation, however, confirms that the trenches and occupation areas outside of those impacted by grading are largely intact. Since these areas are all located along a moderately steep slope, they appear to have been spared much of the historic and modern disturbances found elsewhere on the hill. As such, further survey and excavation have the potential to recover additional *in situ* artifactual and structural data. Information provided by artifacts and features at the site has the potential to address important research issues related to the Civil War in West Virginia. These research topics include: 1) design and layout of the fort, 2) daily life of Federal soldiers during the Civil War, and 3) refuse disposal practices. Given the degree to which similar sites are being lost to development, and the fact that relatively few such sites have been made available for archaeological study, the Fort Boreman site offers a great deal of both research and educational potential.

Although the post-Civil War use of Fort Boreman Hill included ground-disturbing activities and the hill is currently reforested, the site retains its overall integrity. Reforestation is a natural and reversible effect. Although grading has taken place at the top of the hill, the overall form of the landscape has not changed. The commanding view that made this hilltop strategically useful to the Union and the protection of the B&O Railroad is still in evidence, and the property retains integrity of setting, feeling, and association.

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Historical Background and Significance

Fort Boreman was constructed by the United States Army to help defend the B&O Railroad against Confederate attacks during the Civil War. At the beginning of the war the B&O was the most important route through West Virginia. It ran from Washington, D.C. and Baltimore through Maryland, entered West Virginia at Harpers Ferry and continued to Wheeling and Parkersburg. It was the only railroad that connected Washington, D.C. to Cincinnati and St. Louis (Cohen 1982:16).¹ According to the *Fort Boreman Hill Boundary Determination Report*:

By the beginning of the war, the B&O Railroad consisted of 379 miles of railroad tracks, with the main stems extending from Baltimore through Grafton, (West) Virginia, to Parkersburg; from Grafton to Wheeling; and from Baltimore to Washington, D.C. (Stover 1987:88-89). Much of the B&O Railroad line extended through western Virginia, making it vulnerable to the Confederacy. In addition, Baltimore, the location of the company's headquarters, was a politically divided city, with much of the populace pro-Secessionist. John Garrett's (president of the B&O railroad) ambivalence towards the conflict gradually changed during the spring of 1861 (Stover 1987:103-106; Summers 1939:56-67).²

Immediately before and during the first weeks of the war the railroad remained neutral. When Maryland remained in the Union, however, the "...company sought protection from Federal troops as the route now passed through distinctly rebel territory, especially in the eastern counties of western Virginia."³

The railroad was priceless to both the North and the South because it allowed easy access to the other's territory.⁴ After Virginia seceded, Robert E. Lee and other military and political leaders of Virginia pursued control of the western counties because of 1) Union sympathizers and 2) the B&O Railroad.⁵ On May 28, 1861 Confederate troops captured over 100 miles of the main line between Point of Rocks and Cumberland, Maryland. Tracks along the Northwestern Virginia

¹Cohen, Stan *The Civil War in West Virginia: A Pictorial History*. (Charleston, WV: Pictorial Histories, 1982) p. 16.

²Hinks, Stephen J., Denise L. Grantz and Martin T. Fuess. *Fort Boreman Hill Boundary Determination Report, Wood County, West Virginia*. Prepared for the West Virginia Department of Transportation-Division of Highways (Charleston, WV and Coraopolis, PA: Michael Baker Jr., Inc. June 1998), p. 5

³Cohen, p. 16.

⁴Ibid., p. 16

⁵Stutter, Boyd B. *West Virginia in the Civil War*. (Charleston, WV: Educational Foundation, 1963), p.18.

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Railroad (between Grafton and Parkersburg, both in Virginia at that point) were also destroyed by Confederate troops.⁶ Fortunately no passengers' lives were lost as a result of the raids.⁷ After the Confederate attacks on the railroad, John Garrett fully supported the Federal government and was willing to pay for the repairs to his railroad. He did, however, ask for protection.⁸ The government began to respond in the fall of 1861 with the creation of the "Department of Harpers Ferry and Cumberland." Workers on the B&O soon began to repair the damage.⁹

The Confederate army continued to wreak havoc on the railroad. In fall 1861 Stonewall Jackson's troops destroyed 41 miles of track. From October 1, 1861 to March 29, 1862 the B&O was only operating at its extreme points. 100 miles of track between Harpers Ferry and Cumberland were out of commission. On May 25, 1862 the Confederates took possession of the B&O Railroad once more and held it until June 15 of that year.¹⁰ During the 1862 fiscal year the railroad was under company control for a total of only 4.5 months.¹¹ Disruption of service on the Northwestern Virginia line did cause a decrease of just over \$8,600 in passenger revenues; however, there was an increase of \$22,096 in carrying goods.¹² Although the Confederacy continued to attack the line, the company was determined to rebuild each time.¹³

During the early months of the war the Federal government failed to realize how important the B&O Railroad could be to the war effort.¹⁴ As a result, it did not make a strong effort to assist the railroad in recovery until fall 1861 when ticket prices began to rise. Passenger services were

⁶ Baltimore and Ohio Railroad. *Thirty-fifth Annual Report of the President and Directors to the Stockholders of the Baltimore and Ohio Railroad Company, For the Year Ending September 30, 1861.* (Baltimore: William M. Innes, 1863), pp.6-7.

⁷Ibid., p.16.

⁸Summers, Festus P. *The Baltimore and Ohio in the Civil War.* (Gettysburg: Stan Clark Military Books, 1939), p.102.

⁹Ibid., p. 105.

¹⁰Baltimore and Ohio Railroad. *Thirty-fifth Annual Report of the President and Directors to the Stockholders of the Baltimore and Ohio Railroad Company, For the Year Ending September 30, 1861.* (Baltimore: William M. Innes, 1863) , p.25 .

¹¹Ibid., p. 26.

¹²Ibid., pp. 28, 36.

¹³Baltimore and Ohio Railroad. *Thirty-seventh Annual Report of the President and Directors to the Stockholders of the Baltimore and Ohio Railroad Company.* (Baltimore: J.B. Rose and Company, 1864), p. 6.

¹⁴Hinks, Stephen J., Denise L. Grantz and Martin T. Fuess, P. 5.

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severely limited because the B&O was closed and the Pennsylvania Central was busy with military business.¹⁵ In 1862, however, newly-elected Secretary of War Edwin Stanton began to recognize the military importance of the B&O Railroad. In spite of repeated attacks by Confederate troops Secretary Stanton pursued the opening of the B&O line for transportation of troops and material.¹⁶ Meanwhile the Confederate Army continued to destroy railroad bridges, rails, and equipment, and looted and burned the trains themselves. 1862 also saw the response of the Federal government, as engineers for the United States Army designed a blockhouse that would accommodate small regiments responsible for guarding bridges and tunnels along the Potomac and Ohio Rivers. In a letter to General Benjamin Kelly dated December 27, 1862, Lieutenant Colonel Gabriel Porter declared "...it is difficult to conceive of any one so utterly stupid as not to perceive the vast importance of the absolutely secure possession of the B&O Railroad, in a military point of view, to the government" (U.S. House of Representatives 1863.5).¹⁷

The Federal government continued its pursuit of a defense strategy for the B&O into 1863, by which time a two-part plan was in place. The plan consisted of construction of blockhouses at specific points along the railway in conjunction with construction and use of armored rail cars, and was specifically mentioned in Special Order No. 129, issued March 19, 1863:

Colonel George Thom, Aide-de-camp, will proceed to Baltimore, Maryland, and thence with such officer as Major General Schenck may designate to accompany him will examine the B&O Railroad and branches to the Ohio river, and designate positions for blockhouses. He will report the result of this examination to General Schenck, and returning to Washington will also report to these Headquarters.

By Command of Major General Halleck

L. Thomas
Adjutant General (Thomas 1863)¹⁸

On March 27, 1863, Colonel Thom submitted his report recommending the construction of 42 blockhouses to be located near bridges and trestles along the rail line, as well as improvements

¹⁵Summers, pp. 101-102.

¹⁶Hinks et al, p. 7.

¹⁷Summers, p. 157.

¹⁸Hinks et al, p. 9.

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to nine existing guardhouses. Under orders from General Schenck construction began in May 1863.¹⁹ Orders specifying the construction of Fort Boreman for the protection of the Parkersburg terminal were likely issued at this time.²⁰

Although log quarters were reportedly constructed on the hill prior to the issuance of Special Order No. 129, construction of the fort itself was formally ordered in 1863 by General Thom.²¹ At that time the hill (then known as Mount Logan) was owned by Jonathan B. Beckwith, a gentleman "...of doubtful loyalty to the Union."²² The land was confiscated and Company A of the Eleventh West Virginia Infantry began construction of the fortification. The Wheeling Daily Intelligencer reported that:

"Parkersburg is being fortified. The (Parkersburg) Gazette says two small brass cannon have been placed in position upon the hill on the south side of the (Little) Kanawha. They are to be replaced by larger ones, and the hill on the north (Prospect), fortified in the same way. The one on the south side is called Fort Boreman, in honor of our new Governor".²³

According to the *Fort Boreman Hill Boundary Determination Report*, Colonel Daniel Frost of the Eleventh West Virginia Infantry assumed command of Fort Boreman on August 21, 1863. In his September entry in the Regimental Returns, Colonel Frost indicated that the fort was complete and ready for installation of heavy arms on September 20. In November, however, he stated that improvements to the fort continued and that winter quarters had been completed.²⁴

A ca. 1864 military survey of Wood County, performed by Chief Army Engineer Lieutenant John Meigs, clearly depicts the location of Fort Boreman in association with Parkersburg, the rail depot, and the Ohio and Little Kanawha Rivers. The map also depicts a series of structures

¹⁹Matheny, H.E. *Wood County, West Virginia in Civil War Times, With an Account of the Guerrilla Warfare in the Little Kanawha Valley*. (Parkersburg, WV: Trans-Allegheny Books, Inc., 1987) pp. 352-360.

²⁰Hinks et al, pp. 8-9.

²¹Ibid., p. 10.

²²Matheny, p. 173.

²³Hinks et al, pp. 10-11.

²⁴Ibid., p. 11.

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adjacent to the fort. Although none are labeled, the buildings may represent soldiers' cabins and one may be the powder magazine (noted as completed in Colonel Frost's Regimental Returns, January 1864).²⁵ The fort's location is also depicted in Frederick Roe's 1901 *Atlas of the City of Parkersburg*.²⁶ The map was completed after the fort's existence but provides perspective regarding its location above Parkersburg. The *Fort Boreman Hill Boundary Determination Report* continues:

"An October 1864 map of Fort Boreman prepared by George W. Daugherty, while exaggerating the relative size of the fort (probably to show greater detail), provides useful structural information on the facility. Missing, however, are the other associated structures, i.e., winter quarters and magazine. Triangular in shape, conforming to the topography of the hilltop, the fort may have measured roughly 154 ft on each side, albeit the distances noted by Daugherty are ambiguous."²⁷

The fort was garrisoned in 1864 by a detachment of Battery D (1st West Virginia Light Artillery) which overwintered in the quarters prepared for them by the 11th West Virginia Infantry. Battery H of the 1st WV arrived in December of that year, but it is unclear whether they replaced the original occupants or joined them in garrisoning the fort until they were reassigned to Rowe, WV in 1865. By the end of the Civil War the fort was garrisoned by the 32nd New York Independent Battery. Records indicate that Battery D, the original occupants of Fort Boreman, mustered out at Wheeling Island in June 1865 following the end of the war. The heavy brass cannons were also removed to the quartermaster's yard in Parkersburg for shipment to the U.S. Arsenal.²⁸

Built to protect the B&O terminal at Parkersburg, Fort Boreman and its soldiers never participated in any military action. According to Company A veteran John Wolfe, the cannons were only fired on special occasions such as the Fourth of July or the arrival of local dignitaries.²⁹ After the war ended the Fort Boreman property was reclaimed by the Beckwith family, its original owners. At

²⁵ Hinks et al, p. 11-13.

²⁶ Roe, Frederick B. *Roe's Atlas of the City of Parkersburg*. Wood County, West Virginia and Vicinity. Chicago, Illinois, 1901. Index Map.

²⁷ Hinks et al, p. 11-13.

²⁸ Ibid., p. 16-18.

²⁹ Folden, Roy. Fort Boreman was Manned as Civil War Fortress. *The Parkersburg News*, December 17:22-23.

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some point afterwards the earthworks were razed and the trenches filled in. According to the Boundary Determination Report a local informant indicated that the soldiers' winter quarters were burned by the City ca. 1866.³⁰

In summary, the construction and placement of Fort Boreman reflects a national trend toward protection of vital rail lines during the Civil War. Its strategic location allowed it to participate in the defense of the B&O Railway, the only existing rail line connecting Washington, D.C. and Cincinnati. As such, Fort Boreman was essential to the safe and swift transport of the men and materials necessary to continue the war effort. In spite of late historic and modern disturbances the site retains much of its physical integrity as well as its integrity of setting, feeling and association. Its research potential is evident, and its educational potential yet to be realized.

³⁰ Hinks et al, p. 17-18 .

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Page 1

Verbal Boundary Description: The boundary of Fort Boreman is shown as Parcel 8, marked "Wood County Commission" on the accompanying map entitled "Survey, Fort Boreman Hill", no date.

Boundary Justification: The boundary includes the location of Fort Boreman and the entrenchment. A portion of the land in the vicinity has been excluded because of the construction of WV Route 68.

FORT BOREMAN - PARKERSBURG - WOOD COUNTY - WEST VIRGINIA

TAX/PLAT MAP

150
P.C.



ver

LD. 13

W.V.
D.O.T. 68

Wood County
8 Commission
14.45 Ac.
- 2-4785 D.O.T.
11.98 Ac.
N-84°46'W 476.9'
S-26°00'W 571.1'
S-55°26'E 306.4'S-55°32'E 252.89'S-56°32'E 261.05'N-38°53'W 197.1'N-38°53'W 112.5'127.24'120.2'104.11'140.58'W

C Corporation

LINE
DISTRICT

BRIDGE

Little

Harry N Wade Jr
PO Box 116
Mineral Wells, W.V.
26105

Kanawha

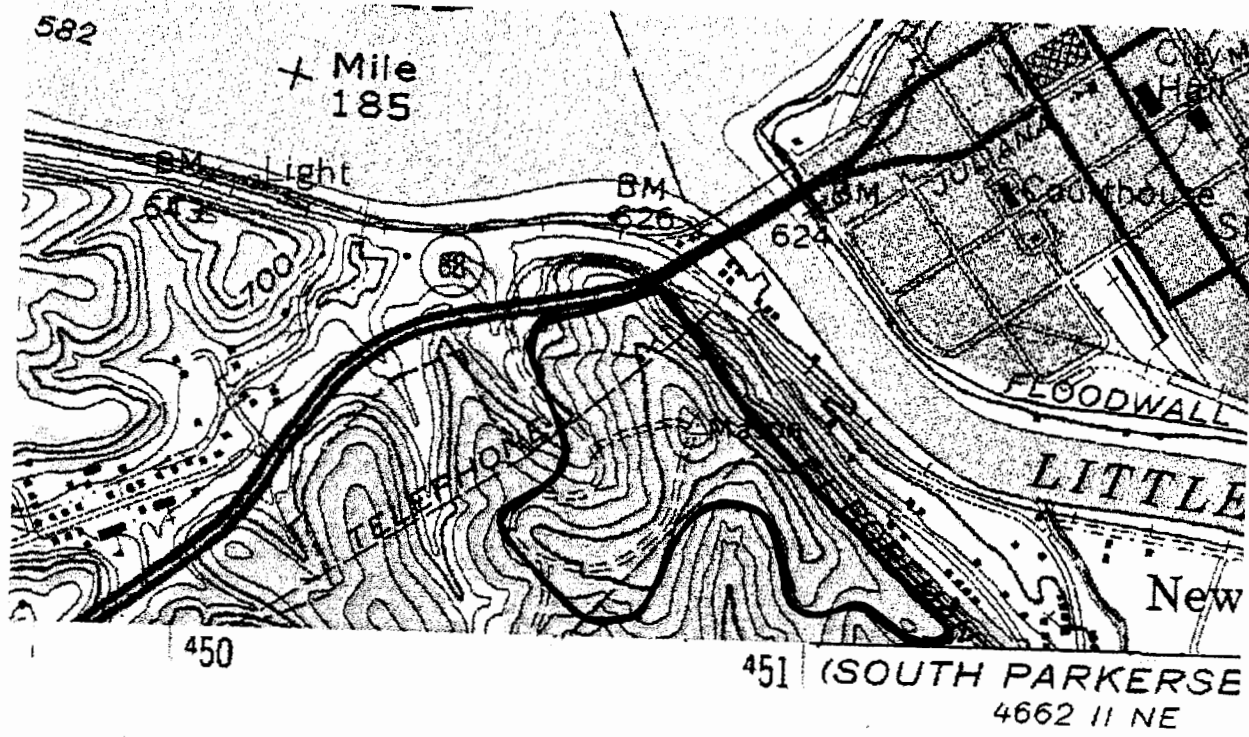
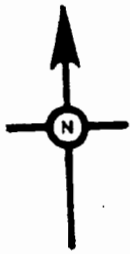
River

FORT

BOREMAN

1 LD.

Neale



SCALE 1 inch = 1,000 feet



Figure 2
Portion of Parkersburg, WV-Quad (USGS 1969, photorevised 1989)
Showing Location of Fort Boreman
Wood Co., WV

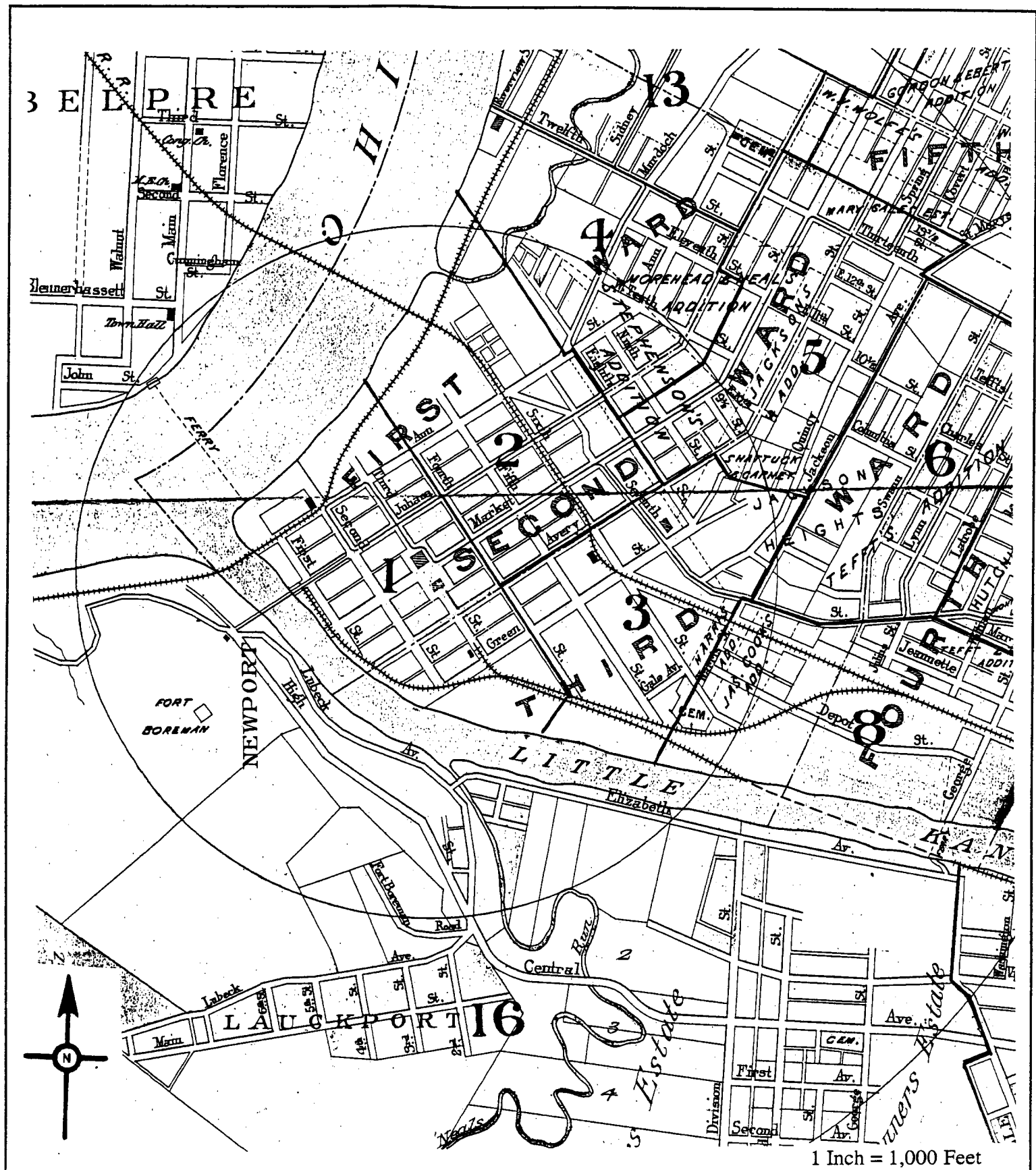
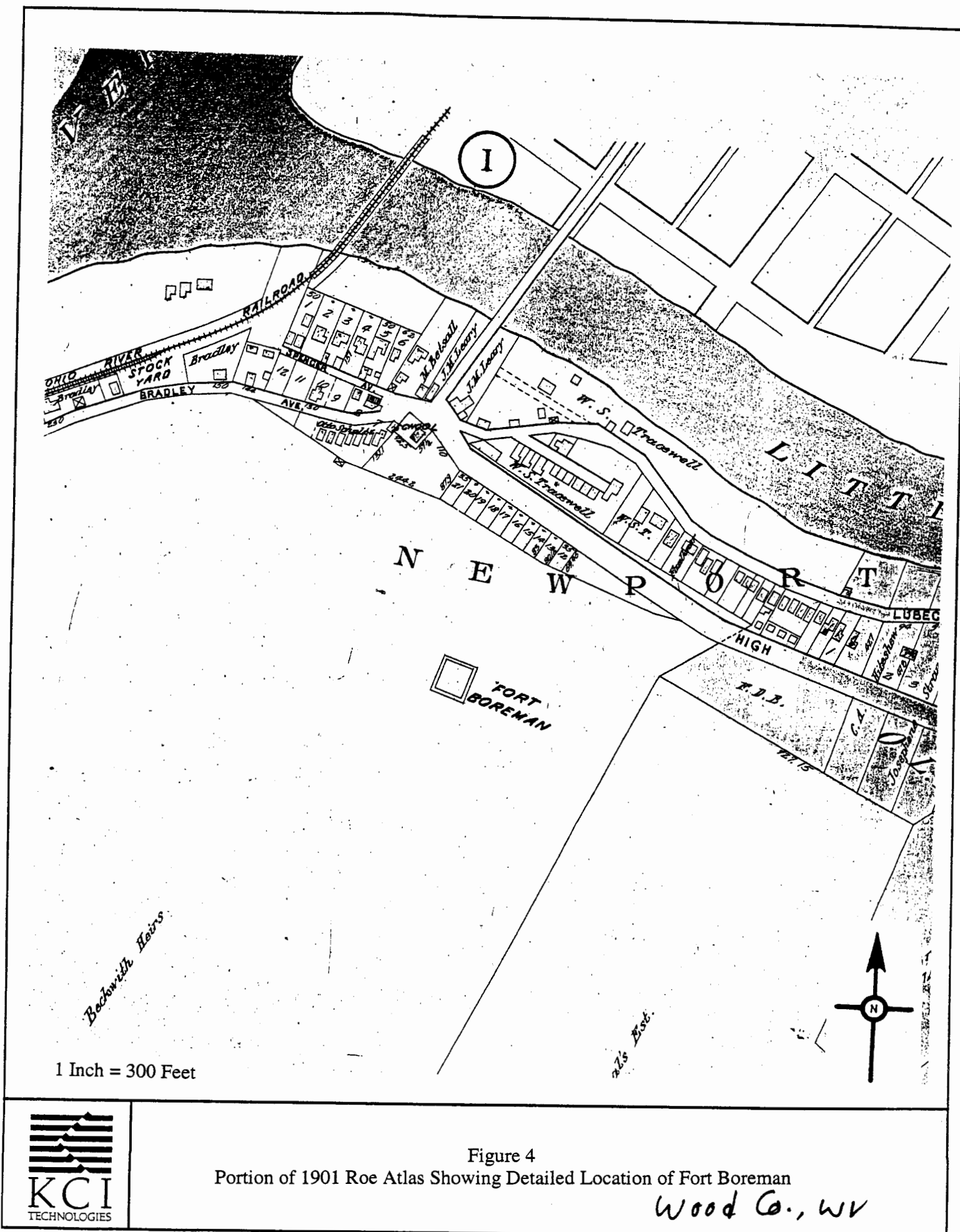


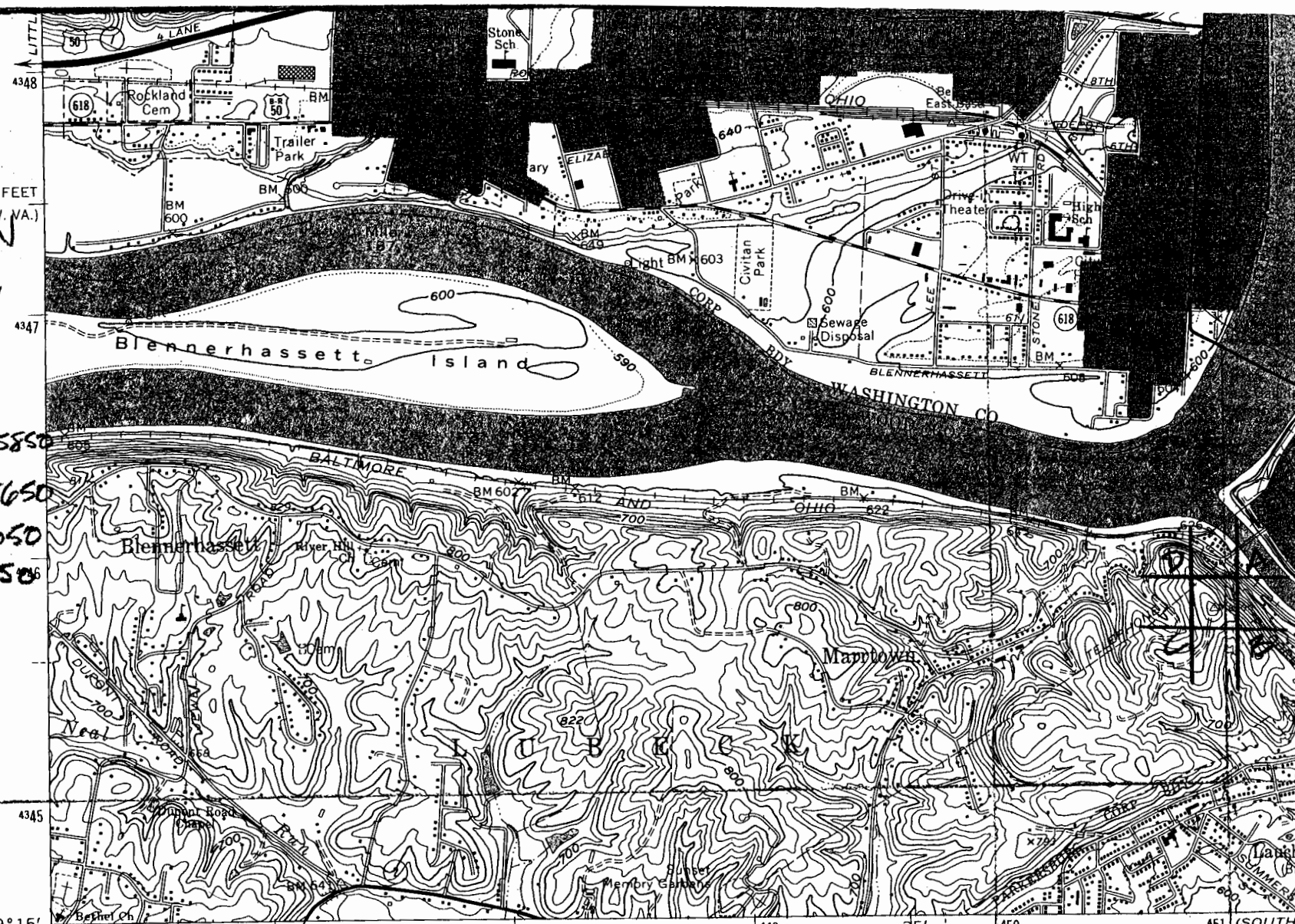
Figure 3
Portion of 1901 Roe Atlas Index Showing Location of Fort Boreman

Wood Co., WV



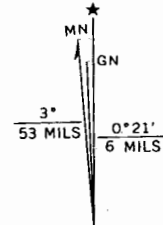
FORT BOREMAN
 PARKERSBURG, WV
 UTM #S:

A: 17/451050/4345850
 B: 17/451050/4345650
 C: 17/450850/4345650
 D: 17/450850/4345850

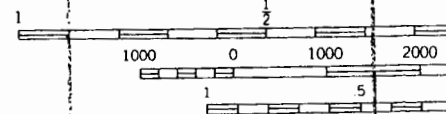


(LUBECK)
 4662 II NW

Mapped, edited, and published by the Geological Survey
 Revised in cooperation with State of Ohio agencies
 Control by USGS, USC&GS, and USCE
 Topography by photogrammetric methods from aerial photographs
 taken 1955. Field checked 1957
 Revised from aerial photographs taken 1968. Field checked 1969
 Polyconic projection. 1927 North American datum
 10,000-foot grids based on West Virginia coordinate system, north
 zone, and Ohio coordinate system, south zone. 1000-meter Universal
 Transverse Mercator grid ticks, zone 17, shown in blue
 Fine red dashed lines indicate selected fence and field lines where
 generally visible on aerial photographs. This information is unchecked
 Red tint indicates areas in which only landmark buildings are shown
 This map represents the approximate position of



UTM GRID AND 1969 MAGNETIC NORTH
 DECLINATION AT CENTER OF SHEET



CONTOUR
 DOTTED LINES RE
 DATUM I

THIS MAP COMPLIES WITH
 FOR SALE BY U. S. GEOLOGI

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Fort Boreman
Name of Property

Wood County, West Virginia
County/State

Section Photo

Page 1

Name of Property: Fort Boreman
Address: Off of WV Route 68
Town: Parkersburg, West Virginia
County: Wood

Photographer: Robert Enoch

Date: November, 2002

Negatives: West Virginia State Historic Preservation Office

- Photo 1 of 5 View of confluence of Little Kanawha River and Ohio River
(Camera facing northeast).
- Photo 2 of 5 View of Ohio River toward Blennerhassett Island (Camera facing west).
- Photo 3 of 5 View of trench remnants located to the east along hillslope immediately
below Fort Boreman (Camera facing northeast).
- Photo 4 of 5 View of trench remnants, center of frame (Camera facing north).
- Photo 5 of 5 View of main access road to site (Camera facing south).
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