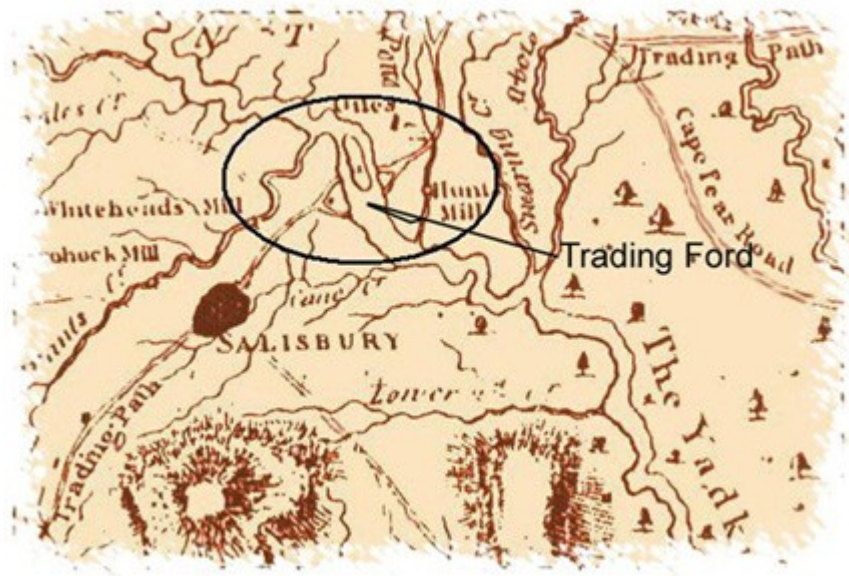


## THE SOUTHERN APPROACH TO THE TRADING FORD

The Trading Ford was the place where “the Trading Path from Fort Henry (Petersburg), Virginia to the Catawbas and Waxhaws” crossed the Yadkin River. It was so-named because of its use by traders from Virginia who bartered with Native peoples in North Carolina. Its origins are lost in antiquity. Scholars believe the Spanish built a fort in the Trading Ford area in 1567, and the journals of early explorers document the ford in 1670, 1674, and 1701. As the Piedmont became settled by Europeans, it became the Yadkin River's major ford. Approach roads on Duke Energy's property remain, some leading south, some east. These historic roads or “traces” are large gullies, cut into the land by the thousands of wagons which passed over it. Nearby is a historic spring, and a historic spring-fed pond, with the remains of a sluice gate. A large loose coil of 1” diameter braided steel cable appears to be the ferry cable, a rare find. In all likelihood, we've only begun to scratch the surface in identifying historic resources at this historic ford.



The Collett map of 1770 showed the “Old Indian Trading Ford” crossing the island in the Yadkin River, and the Colonial Trading Ford crossing below the island.



Early 20<sup>th</sup> century postcard of the Trading Ford (Rowan bank, looking downriver). This postcard is renowned for its erroneous caption (Cornwallis did not cross at the Trading Ford).



Photo of downriver tip of Big Island where Trading Ford crossed the Yadkin River, view west.



Multiple roads at south approach to Trading Ford, view south.



Converging roads at south approach to Trading Ford, view south.



One of the roads south of the Trading Ford, view south.



Spring-fed pond east of Trading Ford, view south.



Road parallel to river, east of Trading Ford, view east.



Large loose coil of 1" dia. braided steel ferry cable 85' east of Trading Ford.