

settlers, migrants, traders, and others moving back and forth across the land. Hundreds existed, documented on maps and in court records. Every county history recalls its first licensed ferry across the Tennessee River as an important economic event. Major ferries tied traces, trails, early roads, and interwaterway systems (creeks to river) at critical junctions. Gray's Ferry, for example, connected the Dover-Paris Road on the Tennessee; Mason's Ferry and Thompson's Ferry both connected points of the Paris-Charlotte route north of Reynoldsburg; Patterson's Ferry connected roads leading to Jackson and Lexington (Tennessee) on one side of the river to roads leading to Centerville and Reynoldsburg on the other. The Reynoldsburg ferry connected Reynoldsburg with the main route between Nashville and Memphis. Mill's Ferry made northern connections across the river to roads leading down to the Lexington-Waynesboro Road, which crossed the river at Clifton, where still another active ferry ran.

The two river patterns, one down and the other across the river, came together at several points along the Lower Tennessee, but nowhere more significantly than at Reynoldsburg, the most important early river town. Founded about 1809 and named for Congressman John B. Reynolds of Clarkesville, Tennessee, the town lay at the intersection of the Tennessee and the major overland stage route between Memphis and Nashville. It became the county seat for Humphreys County in 1815 and also one of the stops for the Tennessee State Supreme Court which operated on a circuit including Clarkesville, Knoxville, Nashville, and Carthage. The Reynoldsburg ferry was owned by Major Thomas K. Wyly, who also owned a local dry goods store which sold wares from New Orleans and Atlantic ports. So numerous were the passengers on his ferry that annual revenues from it reportedly totalled \$40,000, enough to attract a competitor two miles

downriver who netted more than \$20,000 a year. Wylie is said to have made improvements near the ferry by building a levee on the west side of the river in "West Reynoldsburg" upon which the stage coach ran. In 1836 the county seat, with its courts, the jail, and commissioners, was moved to Waverly. This precipitated Reynoldsburg's decline. During the Civil War, other public institutions were moved to Johnsonville. At some point Wylie is said to have purchased what remained of the community which, when bypassed by the railroads, turned into a virtual ghost town.

None of the towns adjacent to the Lower Tennessee were of great size during the formative period. Paris, the most heavily populated, had 800 inhabitants ca. 1830. According to an early state gazetteer, Coffee was described as having three or four families; Chaik Level was merely a "post office;" Perryville had 75 inhabitants; Savannah, 150; and Dover 225, ca. 1834. Reynoldsburg, although a transportation hub, numbered only 108 people in 1829. There were, in fact, no great centers of population located along the river, no points of major commercial activity, and no large industrial installations to stimulate regional economic growth.

That early traffic across the Lower Tennessee exceeded traffic up and down the river is illustrated not only by patterns of town development but also by area's road system: many roads crossed the river but few paralleled it. To a large extent this is explained by the rough terrain near the water. There were three exceptions. One stretch of road on the west side connected Clifton by ferry to the Camden-Reynoldsburg Road through Bath Springs, Shannon, Brownsport, Perryville, Osceola, Morgan's Crossing, and Chaik Level. On the east side, Perryville was connected to the Paris-Dover Road by an inland route which led through Waverly and bypassed Reynoldsburg, at a distance from the river. A third parallel route connected Dover

with Smithland along the Tennessee Ridge inland between the Tennessee and Cumberland Rivers. Although it did not follow the river's course, there was also an overland "shortcut" on the east side of the area which connected Savannah and Clifton. Thus, anyone with reason to traverse the area from north to south along the river would have difficulty following the river by road.

The lack of easy access overland to the river meant difficulty in connecting interior resources with available transportation on the river. The best location for both agricultural and commercial activities lay directly on the river or its major tributaries. With wagon routes to the river few in number, centers of trade could not lie far off the water's course, a situation which in turn actually limited the demands for transportation along the river itself.

The demise of Reynoldsburg and local road patterns indicate this pattern: towns along the river remained small, river-oriented places, whose prominence and fate rose and fell with the uses of the river. Without extensive overland connections, without any sizeable ports along the lower river, without major industrial installations and cut off from the upper river by Muscle Shoals and other natural obstacles, transportation along the lower Tennessee remained colonial in character: native cargoes of corn, tobacco, cotton, lumber, and ore went downriver; finished goods produced outside the region went up. There is no record of any ship building occurring in the Lower Tennessee Valley. Every indication is that all commercial interests along that part of the river were dominated by outside agents from the Ohio and Mississippi Valleys. This economic pattern distinguishes the area from the Upper Tennessee where steamboating did not flourish until well after the Civil War, where local shipbuilding

came to be much in evidence, and where great strides in economic and demographic growth occurred with the later appearance of railroads and major highways. For the lower Tennessee River, limited transportation development had a negative effect on the area's growth. Without cheap readily available transportation, industrialization would not, and did not occur. Transportation played an important part in the brief story of early iron production in the area, which for several decades was the most successful and promising industrial venture in the lower Tennessee River Valley.

The most significant pre-TVA industrial development in the Kentucky Lake area occurred in the 1840s and 1850s with the establishment of a dozen or more iron-producing furnaces in the northern end of the area, predominantly in Trigg County, Kentucky and Stewart County, Tennessee. This land lies within the western Tennessee-Kentucky iron belt which runs into Wayne County, Tennessee. But only sections in and around the Land Between the Lakes (on the Cumberland River side) saw sizeable enterprises. For the most part, the iron manufacturers came from other iron-producing areas in Pennsylvania, Ohio, and New Jersey. They became well-known citizens and colorful figures in the history of the area, e.g., the Stacker brothers, Samuel and John; Daniel Hillman, the father of Birmingham, Alabama, iron industries; Tom "Tennessee" Watson, and William Kelly, the first inventor of a Bessemer process for making steel.

The area's earliest iron-making activity is attributed to Matthew Lyon, who reportedly operated an iron foundry in Eddyville in 1810. Iron-making spread from Kentucky to Tennessee, and reached Dover by 1830. Since large-scale iron production was adversely affected by the Depression of 1837, significant activity between the rivers and up the Tennessee did not

economic development. Since World War II, hauling has increased tenfold in length, and freight tonnage has also increased. Haphazard localized, short-haul traffic patterns have redeveloped into an intra- and inter-regional network, expanding all transport along the river, but especially increasing the trade from the upper Mississippi and Ohio River Valleys into the interior Tennessee Valley. Trade has tended to favor goods from outside the Tennessee Valley, but the increase in commerce has, nonetheless, improved the area's economic standing. Commerce on the lower river will increase even more with the completion of the Tennessee-Tombigbee waterway system which will connect the Tennessee River directly with the Gulf of Mexico. Most of the social costs for these improvements were paid in the area directly along the banks of the old Tennessee River adjacent to the water. Changes were wrought here that brought a drastic decrease in population, a trade-off between cultural (man-made) resources and natural ones--favoring the latter, an increase in governmental presences as a function of local economic activity, and, finally, an alteration in the appearance of the land itself as dramatic as that created by the Civil War.

The construction of Kentucky Dam and Lake required the acquisition of nearly 318,000 acres of land for the flood pool and flood easements. This land had been divided into more than seven thousand individual parcels. As the largest in the TVA system, the dam was more than a mile wide across the river, and the lake, 184 miles long. Thousands of persons were relocated in the land acquisition process; and in some cases whole communities disappeared. Danville, Birmingham, and Newburg were buried under water, as were the ruins of Reynoldsburg and the site of Fort Henry. More than three thousand graves were removed from the flooded areas to higher ground.

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The Wylie
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THOMAS KINLEY WYLY OF REYNOLDSBURG

Born in 1795, Franklin County, Georgia
Died in 1857, Humphreys County, Tennessee

married Hester McSwine in 1819

Born about 1798 in Virginia
Died November 3, 1871, Humphreys County, Tennessee

Tom Wyly was the eldest surviving son of Harris K. and Artie Taylor Wyly. Although he spent most of his youth in Georgia, he attained manhood when his family lived in northern Alabama. Living near the Tennessee River, in its southernmost bend, he early took a liking to it and the trading craft that plied its waters. In a few years he became a steamboat captain.

Steamboating began about 1813, so that by the early 1820s, there were hundreds of steamboats travelling the vast river system of the Mississippi, Ohio, Cumberland and Tennessee rivers. There was considerable profit in operating a steamboat, but there were the dangers of overheated boilers and changing or uncertain river channels, bobbing sawyers. The captains had the mates, clerks and roustabouts (manual labor on the boats) to supervise; customers' and travellers' needs and complaints to deal with.¹

Tom Wyly was a hustler, a doer; he saw the possibilities of business profit in steamboating and when a young man got the experience on the river that he needed to handle this wonderful new craft. By his early twenties, he was trained and was acting as a captain (chief officer) for the steamboats. As such, he travelled the Tennessee and Mississippi rivers and was occasionally in New Orleans, the great trade mart of the Lower South. He had ample opportunity to observe the building up of the western country.

The section of Tennessee between the western Tennessee River and the Mississippi, called the Western District, was bought from the Chickasaws in 1818 and was formally opened for settlement in 1820; many hundreds of settlers had swarmed into this new territory in the year after the Chickasaw Cession. Reynoldsburg, a new riverport on the Tennessee River, was fast becoming an important regional trading center so that thousands of emigrants passed through this village on their way to the new territories. Apparently Tom Wyly liked what he saw at this place, lingered in this locality and married Hester (Hessie) McSwine.² They made a good match, each being intelligent and self-possessed. At first they lived for a while just south of Duck River basin in what was Perry County.³ However, it was at Reynoldsburg, down river, to which they soon moved for a permanent home.

The Natural Setting

About nine miles east from Camden, Tennessee is located the Nathan Bedford Forrest Memorial State Park, lying along the Tennessee River. The chief natural attraction in this park is a large ridge, rising to some 650 feet above sea level. It is an impressive eminence, especially at its summit which has been called Pilot Knob ever since people began to travel the westernmost Tennessee River. There are a visitors' center, picnic areas and hiking trails on and about Pilot Knob, now, a beautiful landscape, the land itself covered by a hardwood forest.

REYNOLDSBURG

One of the Lost Cities of Tennessee

J. Ben Fuqua

(Editor's note--Through the years we have had many requests for a copy of this short history of Reynoldsburg, written about 1913. I do not know if it were published at that time or not, but a copy of his story was found in a scrapbook in Waverly by the late Mildred Gambill, who furnished a copy to me in 1963.)

Reynoldsburg was situated on the Tennessee River, a point about 2 miles below the present site of Johnsonville, on the NC&St.L Railroad. Probably there is no interesting historical spot in Tennessee than old Reynoldsburg--one time the home of the Supreme Court, as well as one of the most important commercial centers in the state. Within the musty walls of the old courthouse standing today in a good state of preservation after weathering the storms of a century, there is a wealth of historical material of which some future historical genius, commissioned to give posterity a correct account of the doings of our fathers, should avail himself; the historical novelist, in search of material as well as location for historical romance that will rival in thrilling narrative, without deviating or enlarging on historical facts, the romantic tales of Hugo and Dumas, will find this old courthouse and its surroundings as rich in tradition and romance as heart could desire.

Some of the most noted characters of Tennessee's early history by their associations have made glorious the history of this old landmark. When you sit in the shadow of this old structure and contemplate a reincarnation of the scenes once enacted there, the shades of Andrew Jackson, Felix Grundy, James K. Polk, Joseph McMinn and others of Tennessee's and the nation's illustrious dead, appear upon the canvas of memory. Ideally located upon a beautiful little plateau, overlooking the majestic Tennessee River as it flows on its tireless journey to the sea, sitting well back in the center of the large two acre public square, this old building wreathed with Virginia creeper, stands in poetic majesty and romantic grandeur to catch the admiring gaze of the occasional traveler who chances to travel that historical old highway, the Old Stage Road from Nashville to Memphis, which leads into the Public Square of one of the lost cities of Tennessee, at one time the commercial emporium of the Western grand division of the State.

Some of Tennessee's most noted jurists presided over the sessions of the Supreme Court, held in this old house in the early part of the last century; Judge John Catron, who served on the Supreme Bench of Tennessee, with its sittings at Reynoldsburg from 1827-1834, was appointed by Andrew Jackson in 1837 to the Supreme Court of the United States, where he served with conspicuous ability until his death in 1865.

Judge Nathan Green was also one of the Associate Justices of the Supreme Court during its sittings at Reynoldsburg from 1829-1834 when the second constitutional convention of Tennessee was held, and after which the Supreme Court was reorganized and its sittings thereafter directed to be held at only three places in the state, at only one place in each grand division of the state, and by Chapter 3, Acts of 1835, it was directed that it be held at Knoxville, for East Tennessee, Nashville for Middle Tennessee, and Jackson for West Tennessee.

The Supreme Court proper was first organized in 1809, being Chapter 49 of the Acts of 1809, and was composed of three judges. It was authorized to convene at Jonesboro on the first Monday in May, Knoxville fourth Monday in May, Carthage third Monday in June, Nashville the first Monday in July, and Clarksville the first Monday

Reynoldsburg, continued:

Juren's candidacy for president. This was then Jackson's last visit through this section of the state, and when on his way to West Tennessee, he and Grundy spent the night in what was known then as West Reynoldsburg, which was a part of the town of Reynoldsburg, situated on the other side of the Tennessee River at an inn operated by a strong Whig, who let the old General know that he was not in sympathy with his candidate.

General Jackson and Mr. Grundy had two carriages, four horses and including servants, they had several men in their party, and the next morning when they were making settlement with the proprietor for their night's lodging, the proprietor informed them that their entire bill was \$12.00, but in discussing the bill he stated that he was charging so much per head for man and beast. General Jackson made a rapid calculation in his own mind and found that the bill, according to the statement of the proprietor was only \$8, whereupon he inquired of the proprietor what the \$4 was for. The proprietor, after scratching his head and searching his mind in a puzzled sort of way, informed General Jackson that THAT item was for raising hell in general.

Thus the old town in the palm of her glory had the honor of entertaining one of the very greatest characters the world has yet produced—General Andrew Jackson—as well as Felix Grundy. One of the triumvirate of America's great natural orators—Patrick Henry, Felix Grundy, and Sargent S. Prentiss. As has been said of Henry and Grundy may well be applied to the great trio viz: Their speeches were never written out like those of Cicero and Demosthenes. Their genius could not be chained down to paper or fairly represented by the copyist. It was a wonderful and ridiculous excess to attempt to report them. It was an attempt:

To gild refined gold, to paint the sky/To throw a perfume on the violet
To smooth the ice or add another hue/Unto the rainbow, or with taper light.

To seek the beautiful eye of heaven to garnish General Jackson's name and fame is associated with the old town in connection with another significant event of the country's history. This was when he moved the Cherokee tribe of Indians of Alabama and Mississippi west; when on their journey to their future home in the west they crossed the river at the old Reynoldsburg ferry.

Major T. K. Wily was then operating a large mercantile establishment—large for that day and time—at Reynoldsburg and having spent a portion of his earlier years in the Cherokee settlement, he could speak with reasonable fluency their language, and when the Indians arrived at the place of crossing two of them made their appearance at his store, and when they found that he could speak their language they reported the fact to their comrades, and as a result he sold them \$400 worth of goods and provisions.

One of the many historical documents in the possession of the present owners of the building is a letter from Andrew Jackson to Major T. K. Wily, introducing a friend to General Jackson. There is also a record of a very peculiar lawsuit in which Major Wily figured as plaintiff.

A neighbor of Major Wily kept a little flat boat, and to secure it to the bank of the river when not in use, he tied it with a rude shuck rope. Major Wily had a fire-steer that was grazing about the boat and, walking upon it, he proceeded to chew the rope in two, and as a result the boat and steer were both lost. Major Wily brought suit to recover the value of the steer, but to offset this, the owner of the boat brought a countersuit for the value of the boat, but the court held Wily

Reynoldsburg, continued:

was entitled to recover for the value of the steer and that the owner of the boat was guilty of contributory negligence.

During the life of the town, the Stage Road from Nashville to Memphis was in operation and was the only means of travel in those days. The stage crossed the river at the old Reynoldsburg Ferry, which was kept by Major Wylly, and so numerous were travelers that the ferry amounted to something like \$40,000 annually. The late James J. Wylly finally acquired the entire stage road and equipment by purchase and spent something like \$25,000 constructing a mile of levee on the West side of the Tennessee River, over which the stage ran. This old levee stands today unbroken, and large trees have grown upon it, from the river out to the hills. About the time this levee was constructed to facilitate the passage of the stage as well as make the ferry more accessible, a gentleman constructed an opposition ferry a little way below the Reynoldsburg Ferry and for about a year the competition between the rival ferries would more than rival the sharp railroad competition of modern days. But it finally resulted in a triumph for the Reynoldsburg Ferry, but not until their competitor had sunk a fortune estimated at \$25,000.

Major Wylly owned his teamboats which he used to transport his dry goods, etc., from the Eastern cities while in business there. One of his announcements for goods brought from New Orleans quotes handsome Buffalo robes for \$2 which, in this modern day, would probably bring \$200.

The only legal execution that took place at Reynoldsburg—was the hanging of Joe Bearden in 1835, who was convicted of murder, after having change of venue from Perry County to Humphreys County. There was no appeal taken from the lower court. He appears to have been a degenerate. For the sum of \$10.00, he sold his body to Dr. Marable, who was then living in Reynoldsburg, and engaged in the practice of medicine. Dr. Marable extracted and preserved Bearden's heart for many years, and it was quite an object of curiosity to those who visited his office.

A Mrs. McMinn, the mother-in-law of William T. Haskell, one of the greatest orators Tennessee ever produced, is buried in the old cemetery there adjacent to the old town site. Many years ago Mrs. Haskell, with her distinguished husband use to visit her mother's grave and many of the older citizens remember Mr. Haskell on these visits. William T. Haskell was not only a great orator and forensic gladiator, but he was one of the most polished and scholarly writers that the State has produced. A joint-canvass that is yet fresh in the memory of the older citizens of Tennessee was that of Judge Jo Guild and William T. Haskell. They seem to have been of entirely different, yet they were not far from evenly matched, for Judge Guild's fine humor and ready wit was a full balance to the biting sarcasm and polished flights of eloquence and oratory of Haskell. (Ed.—spelled both way in copy sent to me.)

Old Reynoldsburg is truly one of the landmarks of Tennessee, once the home of her highest tribunal of justice. Her classic walls have resounded with the eloquence of forensic giants whose intellectual efforts helped to shape the destiny of their country. She blossomed and thrived in an age when truly Knighthood was in Flower, but the beauty and chivalry she once boasted are now but hallowed and pathetic dust...

(From the scrapbook of the late John F. Shannon, Waverly, TN.)

continued

Reynoldsburg, continued:

(Ed.--The following are notes from other sources which have some bearing on the history of Reynoldsburg.)

THE LOST CITY, R. D. Hart, Waverly, TN, published in the Dickson County Herald, 2 Feb. 1940.

Yesterday I visited the ruins of the once prosperous little city of Reynoldsburg, on the banks of the Tennessee River.

In the year 1812, it became the seat of justice for the Tennessee county of Humphreys, and while there is now no record to confirm it, I think the courthouse was erected in 1813.

In 1836, the seat of government was moved to Waverly and the star of Reynoldsburg began to decline. Some years later the entire property was acquired by James J. Wyly, and for years it was the headquarters of the Wyly clan. One by one the houses fell into ruin and decay, until at last, only the Wyly residence and the courthouse were left standing. The former burned several years ago and now fire has reduced the latter to a ghostly ruin. James W. Napier of Nashville, one of the clan, is the present owner.

For many years the courthouse had been used as the residence and was so occupied by a tenant family when it burned.

Once Reynoldsburg throbbed with life and joy and happiness. Once it was a busy little mart, as it watched the boats come and go on the great river, just a few rods away. Once it was the home of judge and jury, of law and order. Once it ruled the county and its people and its voice was law...

OLD INCIDENTS - Bakerville Review, 3 Dec. 1896, copied by Marjorie Hood Fischer: Joe Bearden was the first man hung in Humphreys county, and John Williams, col, was the last to hang. Bearden murdered a hog drover and hung at Reynoldsburg, then the county seat, when all the territory of Benton county was a part of Humphreys county.

LETTER FROM ARKANSAS -Bakerville Review, 1 Feb. 1897, copied by Marjorie Hood Fisher.--Editor Review.--I see some things in THE REVIEW in regard to Joe Bearden that don't seem to me to be quite correct. It was my understanding that Dr. Marable gave him ten dollars and a quart of whiskey for his body; I afterwards saw a skeleton in Dr. Marable's office and he said it was the skeleton of Joe Bearden. As to the doctors concerned in dissecting him not living long, is a mistake. I do not remember which died first, Brown of Marable; old Dr. Pavatt died many years ago. These were all the doctors there were in Humphreys County at that time. So enough on this....signed Robert Teas.

Spence's History of Hickman County, pages 311 and 312, has an account of Joe Bearden, arrested for murder in 1828, and says he was hanged in 1832. "Bearden said, while in jail, that if he were hanged, the meeting between him and the devil would be a stormy affair. During the night following the day on which Bearden was hanged there swept over Tennessee a terrible storm, which in its course almost destroyed the town of Shelbyville. Remembering Bearden's remark, the people throughout the counties of Hickman, Perry, and Humphreys called this the 'Bearden storm.'"

Miscellaneous Notes:

Articles of agreement between the heirs of William Beakley; recorded 23 Oct. 1849. William Beakley departed this life 4 May 1849 with will, now registered, and with the following legatees: Louise Flowers, wife of John L., Celia Cook wife of Robert Jasper Cook, Sarah Peery, wife of Marcus Peery; Nancy Blackburn, wife of John C. Blackburn, and Wright, John, William, James W., John, and Benjamin Beakley, who are only children and heirs. (Hickman Deed Book M, p. 488)

John Baptista Ashe, who had been a Lt.-Colonel in the Continental Line. It, along with the two previously mentioned grants, was granted on March 14, 1786.⁸ These three land grants, then, took up that expanse of the Tennessee River land that the viewer beholds from the summit of Pilot Knob.

The ancient Indian Lower Harpeth and West Tennessee trails crossed the Tennessee River at the shallows below Pilot Knob, just opposite Reynoldsburg.

In the first decade of the 19th century, this country was settled so heavily that it was necessary to create a new county from Stewart, then one of the oldest counties in the state. The General Assembly passed the act creating Humphreys County on October 9, 1809 and it was duly organized by its local leadership within a few months. A permanent location for a county seat had not been decided upon, but the commissioners appointed for this task selected some of the Brevard tract for this purpose, just where the old trails crossed the river and ran to the shallows. The Brevards sold 52½ acres fronting the river to the county commissioners on October 7, 1812 for the location of the Humphreys County seat of government, which was to be called Reynoldsburg, named for a prominent Tennessean, J. B. Reynolds. The Brevards retained the shoreline and ferry privileges, a lucrative source of income to them - the ferry having been opened by them in 1814.⁹

The brick courthouse was built in 1812, close to the center of the town tract. Reynoldsburg was plotted, in 1816, and incorporated in October of 1821.¹⁰ The town was quickly populated, so that by 1829, it boasted "28 dwelling houses, two taverns, three stores, one blacksmith, one saddler, one cabinet-maker, one shoemaker and one tanner. The houses (were) all built of wooden materials except the courthouse and jail. It is 73 miles S. of W. from Nashville and 782 W. by S. from Washington City."¹¹

From 1827 until 1833, the western branch of the state's supreme court met at Reynoldsburg, which fact explains the presence there of some of the state's most prominent judges, attorneys and politicians.¹² Those visitors generally stayed at the two-story log hotel built of poplar logs which stood right across from the courthouse.

Reynoldsburg's boom-time consisted of the 1820s and early 1830s; when Benton County was created from Humphreys in 1835, the county-seat was moved twelve miles inland to Waverly, whence the county offices moved in 1838. The cost of tearing down a courthouse was too great so that the county magistrates decided to sell the courthouse to Major Thomas K. Wyly, for about \$112, in 1838.¹³ The town lost much of its political significance but it remained an important trading center and steamboat landing, a place through which thousands of emigrants passed, buying goods at the several stores.

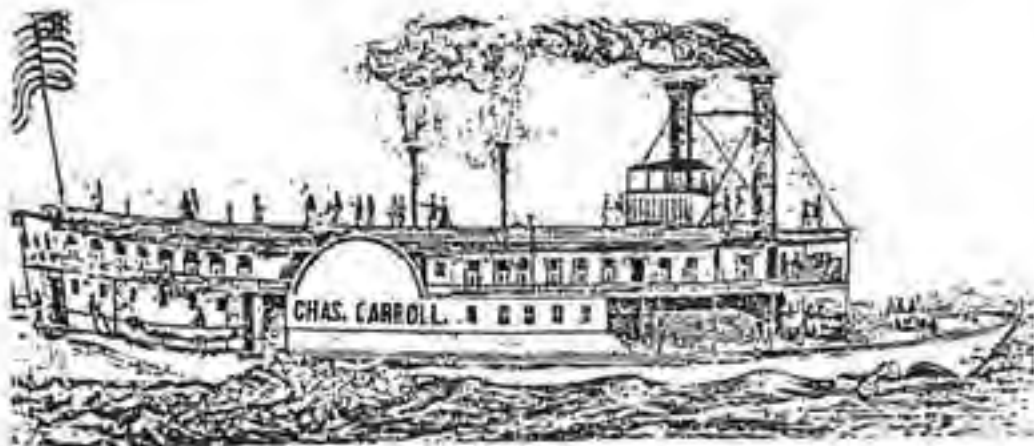
Tom Wyly bought a fourth of an acre, the northern half of lot 54 in Reynoldsburg in February of 1823.¹⁴ He purchased lot 37, there, in October of the next year, whereon William McClure and William Mallory had built a store and warehouse after moving there in 1819. Wyly acquired the whole mercantile establishment in June of 1826.¹⁵ He took over the stock and accounts of these merchants at that time.¹⁶ The Wyllys had moved permanently to Reynoldsburg and after the courthouse was bought in 1838 it was fitted up as a residence for the family.

Tom Wyly now had several interests, his mercantile business, in which his brothers, John and Kit Wyly, would assist him and his duties as a steamboat captain. Late in April of 1832, he bought the Brevard interest at Reynoldsburg, the ferry, for \$6000.¹⁷ He leased the opposite shore,

the ferry landing, from Joshua Williams in January of 1834,¹⁸ eventually to gain full title to it. As an indicator of what a wise move he had made, it was reported that in 1828-1831, the Brevard ferry had taken in \$8000 in tolls, a tidy amount in a day of few and modest forms of taxation.¹⁹

The western lands of the Tennessee River had been granted later than those on the east. Clear title could not be acquired until after the Chickasaw Cession of October 1818. Three speculators bought 2000 acres opposite Reynoldsburg, just south of Joshua Williams, much of the acreage being in bottomland, with a land grant cleared on it in May of 1822. Major Tom Wily bought 1040 of these acres in January of 1836 for \$1500.²⁰ In 1838, he could agreeably claim to own 3800 acres of land, seven town lots and twelve slaves, valued at \$8700.²¹ Three years later, his acreage had increased to 4509 (value, \$10,000) and he had bought another town lot.²² Besides his regular purchases, he also took out a land grant for 1466 acres on the south boundary of the Reynoldsburg tract, hard by Trace Creek, in January of 1847.²²

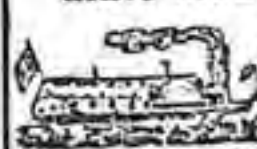
Below are two pictures of the type steamboats that Major Wily knew intimately; the first dated in the 1820s; the second dated from the 1830s on:



Major Tom Wyly became well known in Tennessee for his fine business ability, his "midas touch". He was appointed to take subscriptions at Reynoldsburg for stock in the Planters Bank, recently chartered, in 1834; the Union Bank of Tennessee, chartered in 1832. The state legislature allowed him a turnpike charter in February of 1848; this roadway to be built at his expense; commencing at his ferry landing on the west bank of the river and opposite Reynoldsburg, to run on the best ground to the foot of Pilot Knob, to run thence to the intersection with the old Huntington and Paris stageroads. It was to have been completed within two years. The work was soon launched, a high protecting levee was improved along the riverbank, over and through which the road could be run, to make it more accessible during times when the bottoms were flooded. A jury of review inspected this successful undertaking in May of 1851.²⁴ For people of an age when interstate road systems are taken for granted, it is almost impossible to imagine the primitive state of the public travelways in the nineteenth (and early twentieth) century. A turnpike was designed as a well drained, soundly based road. People usually had nothing better than cleared trails over which to travel.

Major Wyly still maintained his fairly lucrative steamboat interest, as this advertisement in the New Orleans Picayune of September 28, 1837 (page two) would indicate:

For Florence, (Alabama,) and all intermediate landings on the Tennessee river.



The new steamer **Walk-in-the-Water**, T. K. Wiley, master, having superior accommodations, will leave as above on Saturday the 30th inst., at 10 o'clock P. M.

For freight or passage apply on board, opposite Custom House street, or to

WINSTON & SHALL,

9 Front Levee.

sep28-2t.

The **Walk-in-the-Water** will take freight for all landings on the Mississippi river. **W. & S.**

The year 1840 seems to have been the watershed in Major Wyly's life. His steamboat days were largely behind him; his brother John Wyly had moved to Waverly to run his own mercantile business. He was secure in his Reynoldsburg holdings. His retail mercantile enterprise enjoyed its usual success, and he had weathered successfully the Panic of 1837, a national economic depression brought on by excessive speculation and its companion, an inflated currency. It would be the mid 'forties before the national economy would take an upswing. A clever merchant, who bought wisely and extended his credit judiciously, could do well in business. As one author has remarked, "The country store developed in new communities as an agent of credit extension, as a supplier of merchandise, and as the first agent in collecting farm crops and starting them on their way to market."²⁵



The Reynoldsburg Courthouse and Wyly Residence

Had one walked into Major Wyly's store (or those of his kinsmen), the sight would be different from that found in today's supermarkets and corner/community stores. His was an emporium, full of delight for people in a rural region. On shelves would be found dishes, drugs, books and drygoods. Buyers had an assortment of patented and other drugs to buy for the many real and imagined ailments that afflicted them, including paregoric, rhubarb, turpentine, calomel, sassafras, asafetida and opium. In the fabric line would be gingham, Irish linen, callico, cambric, muslin, nankeen, etc. Coffee, flour, sugar and pickles were kept in big barrels. Guns, saddles, harnesses, other leather goods, varnish, paint, buffalo skins, rope, cotton bagging, shoes and boots, glassware, nails, a multitude of tools - all these and much more were kept on the shelves, counters and racks and in drawers. Candy was kept for young and old alike.

Major Wyly kept close supervision of his business; the clerks carefully entered sales in thick ledgers. The merchant had to be content with allowing most of his regular customers long-time credit, perhaps as much as twelve months. This allowed time for a person to borrow towards his crop, after the harvest and marketing of which, h/she could pay off one's bills.

23-9-1

MANUSCRIPT DIVISION AC. NO. 1787

HEAD QUARTERS, ARMY E. T. & C. N. FORT CASS, }
NOVEMBER 3d, 1838. }

GENERAL ORDER.
No. 74.

I am instructed by the President of the United States, through the War Department, to make known to Mr. John Ross, and all others whom it may concern, that it is his determination to have the late Treaty, entered into between the United States and the Cherokee People, and ratified by the Senate, the 25th May, 1836, "religiously fulfilled in all its parts, terms and conditions, within the period prescribed," and that "no delegation which may be sent" to Washington "with a view to obtain new terms, or a modification of those of the existing treaty, will be received or recognized, nor will any intercourse be had with them, directly or indirectly, orally or in writing;" and that the President regards the proceedings of Mr. Ross and his associates in the late Council held at Red Clay, "as in direct contravention of the plighted faith of their people, and a repetition of them will be considered as indicative of a design to prevent the execution of the Treaty, even at the hazard of actual hostilities, and they will be promptly repressed."

It is further made known by instructions from the War Department, that "if any of our citizens enter the Cherokee country and incite opposition to the execution of the treaty, "they will be proceeded against according to the laws of the State, if any exist on the subject, in which they may enter; and if there should be "no law of the State which can be brought to bear on them, and under which they may be removed," "it is the opinion of the President" as expressed through the War Department "that they may be removed" out of the country, "under the 6th article of the treaty," in which the United States guarantee that the Cherokees shall be "protected against interruption and intrusion from citizens of the United States who may attempt to settle in the country," unless it is with the express consent "of the Committee who are acting under the 12th Article of the Treaty, and by the terms of that Article they alone are authorized to give it."

All officers of the Army, whether commanding Volunteers or Regular Troops, under my command, are required and directed to make known to all persons residing, or who may come within the range of their respective commands, the contents of this order. And to make diligent search and enquiry in regard to all citizens who may enter the Cherokee country, and incite opposition or interfere with the due execution of the treaty, and report their names and places of residence without delay, to General Head Quarters, in order that they may be proceeded against, according to the laws of the country, and the instructions of the President of the United States. They are also required and directed to prevent all meetings and to break up all Councils coming to their knowledge, assembled in the Cherokee country, for the purpose of opposing the treaty, or discussing its non-execution."

John E. Wool
Brig. Genl
Commandy

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U 3-5-72

HEAD QUARTERS, ARMY
CHEROKEE NATION, NEW
ECHOA, Ga. March 22nd, 1837.

CHEROKEES:

It is nearly a year since I first arrived in this country. I then informed you of the objects of my coming among you. I told you that a treaty had been made with your people, and that your country was to be given up to the United States by the 25th May, 1838, (little more than a year from this time,) when you would all be compelled to remove to the West. I also told you, if you would submit to the terms of the treaty I would protect you in your persons and property, at the same time I would furnish provisions and clothing to the poor and destitute of the Nation. You would not listen, but turned a deaf ear to my advice. You preferred the counsel of those who were opposed to the treaty. They told you, what was not true, that your people had made no treaty with the United States, and that you would be able to retain your lands, and would not be obliged to remove to the West, the place designated for your new homes. Be no longer deceived by such advice! It is not only untrue, but if heeded, may lead to your utter ruin. The President, as well as Congress, have decreed that you should remove from this country. The people of Georgia, of North Carolina, of Tennessee and of Alabama, have decreed it. Your fate is decided, and if you do not voluntarily get ready and go by the time fixed in the treaty, you will then be forced from this country by the soldiers of the United States.

Under such circumstances what will be your condition? Dependent in the extreme! Instead of the benefits now promised to you by the treaty, of receiving pay for the improvements of your lands, your houses, your cornfields and your ferries, and for all the property unjustly taken from you by the white people, and at the same time, blankets, clothing and provisions for the poor, you will be driven from the country, and without a cent to support you on your arrival at your new homes. You will in vain flee to your mountains for protection. Like the Creeks, you will be hunted up and dragged from your lurking places and hurried to the West. I would ask, are you prepared for such scenes? I trust not. Yet such will be your fate if you persist in your present determination.

Cherokees: I have not come among you to oppress

you, but to protect you and to see that justice is done you, as promised by the treaty. Be advised, and turn a deaf ear to those who would induce you to believe that no treaty has been made with you, and that you will not be obliged to leave your country. They cannot be friends, but the worst of enemies. Their advice, if followed, will lead to your certain destruction. The President has said that a treaty has been made with you, and must be extended agreeably to its terms. The President never changes.

Therefore, take my advice! It is the advice of a friend, who would tell you the truth, and who feels deeply interested in your welfare, and who will do every thing in his power to relieve, protect and secure to you the benefits of the treaty. And why not abandon a country no longer yours? Do you not see the white people daily coming into it, driving you from your homes and possessing your houses, your cornfields and your ferries? Hitherto I have been able in some degree to protect you from their intrusions; in a short time it will no longer be in my power. If, however, I could protect you, you could not live with them. Your habits, your manners and your customs are unlike, and unalike to theirs. They have no feelings, no sympathies in common with yourselves, leave then this country, which after the 25th May 1838, can afford you no protection, and remove to the country designated for your new homes, which is secured to you and your children forever, and where you may live under your own laws, and the customs of your fathers, without intrusion or molestation from the white man. It is a country much better than the one you now occupy, where you can grow more corn, and where game is more abundant. Think seriously of what I say to you! Remember that you have but one summer more to plant corn in this country. Make the best use of this time, and dispose of your property to the best advantage. Go and settle with the Commissioners, and with the emigrating Agent, Gen. Smith, receive the money due for your improvements, your houses, your cornfields and ferries, and for the property which has been unjustly taken from you by the whites, and at the appointed time be prepared to remove. In the mean time, if you will apply to me or my Agents, I will cause rations, blankets and clothing to be furnished to the poor and destitute of your people.

John E. Wool
By: Gene
Comd'g

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Head Quarters, Army of
The Cherokee Nation
New Echota Geo.
November 22^d 1836

The following regulations will hereafter govern
the Agents appointed to issue certificates and
clothing to the poor and needy of the Cherokee
Nation (viz)

- 1st Issues will be made only to the poorer
class of the Cherokee people referred to in the
10th Article of the late Treaty entered into with
the United States upon the recommendations of the
Committee or some one of the Commissioners ap-
pointed under the 12th Article of said Treaty &
by Agents regularly appointed by them and
approved by the Commanding General
- 2^d No issues shall be made for a longer period
than three days at a time to any one person or
family.
- 3^d Provisions returns will be allowed for each
family stating the number of men, women and
children. On the back of the return the names
of the head of the family will be endorsed. The
returns will exhibit the number of days for
which returns have been issued and the consummation
and termination of the period for which the issue is made

4th The abstract of issues will be a comparison of the roll exhibiting the number and names of the heads of families to which issues have been made and also showing the number of rations issued to each family.

5th The ration will consist of one pound of fresh beef or three fourths of a pound of salt pork or bacon, and of three fourths of a quart of corn or corn meal or of one pound of wheat flour to each grown person and four quarts of salt to every ten decreed grown persons over the age of 16 and four persons under it one half the amount allowed to grown persons.

6th When the age of the person cannot be ascertained the issuing Agent shall be the judge and issue accordingly.

No blanket, clothing or articles for clothing will be issued except upon the recommendation of the Committee or some one of the Committee or Agent appointed by the Committee as authorized in the 1st Paragraph of these regulations.

8th The recommendations will state the names which under the issues receive, the number of persons to whom issues are to be made making a distinction between grown persons & children with the name of the head of the family and the articles that may be required.

- 10th Upon these recommendations a return will be made exhibiting the number of persons making a distinction between men, women, boys & girls with the names & number of the articles required, upon the back of which the name of the head of the family will be endorsed.
- 11th No clothes or article of clothing will be delivered except to the person or persons for whom the same are intended.
- 12th No return will be made to persons who are addicted to intemperance, or who would be likely to sell the rations or articles of clothing which they might draw; and Agents will not fail to make it known to all those who may draw rations or articles of clothing that should they sell either they will not be allowed again to draw either.
- 13th The abstract of issues for clothing will be accompanied with a roll containing the names of every person of each family to whom clothing or articles may have been issued also showing the article and the cost of each.

Wm. E. [Signature]
 Major Genl
 Commissary
 the Cherokee Country

Notice,

The Cherokees are informed that the Superintendent of their removal west, will have suitable Steam Boats ready for their transportation at the Agency on the 15th inst. (if they are capable) taking Cherokees and persons at a time, with comfort and safety to their new homes, in fifteen days. The removal by land with unavoidable exposure and fatigue will require at least seventy days; the choice of way is however given to the emigrant. The places of rendezvous will be at the Agency, Wolf Landing and a point opposite Bellefonte, at each of which places the Boats will stop to take in Emigrants.

The Superintendent takes this occasion to repeat that he has been instructed by their great Father the President to treat the Cherokees with kindness and friendship, and to assure them that to linger in the midst of a white population, suffering of oppression and encroachment, ruin and extermination must inevitably fall on them. He therefore urges them to their persons and interests, but would urge them in the most friendly manner, assuring them at the same time that the treaty will not be altered, to make speedy preparations, settle their business with the Commissioners, and remove before the 15th of May, when the time arrives for the application of Military Force.

Cherokee Agency, East, 3
January 20, 1838. 3

Wm Smith
Supt. Ch. Removal

MANUSCRIPT DIVISION AC. NO 1787

C-3-9-5

123-9-5

Notice

MANUSCRIPT
DIVISION AC. NO. 1787

All one of the Agents of the U. States,
for settling claims, under the provisions of the
late Treaty with the Cherokee Indians - I shall
attend at New Echota on the 15th day of
October next - when & where I anticipate being
met by my associate commissioners - prepared to
enter upon all the duties of our appointment.
Having by a late visit to the Cherokee Country,
made the necessary arrangements for entering upon
business, & being delayed, alone, on account of
the absence of my associate - I have deemed
it expedient to ~~notify~~ ^{notify} all persons whom it
may concern, that from & after the time
above specified, their claims will be received &
registered, and acted upon with as much promptitude
as circumstances will permit - all written
evidence in support of claims will also be
received & filed. The Indian Committee appointed
under the Cherokee Treaty, ~~have been duly~~
& of whom have been consulted in this
arrangement are hereby requested to attend at
the time & place specified for the purpose
of discharging the duties assigned them under
the Treaty, they will also notify the Cherokee
people of this arrangement, and request the
attendance of all such as may have
business to transact with the Commissioners
under the late Treaty.

13-9-4

MANUSCRIPT DIVISION AC. NO 1787

Head Quarters
New Echota
14th March 1837

To
The Commissioners
General,

I herewith enclose to you a communication from Mr John Pugh in relation to some land claimed by Mr Pugh and also public land. As the public landings & enclosures in New Echota have been examined for the public and peace of the United States and the Cherokee Indians for the purpose of settling and closing all the Indian business arising under the Treaty between the Commissioners and the Indians, I would be gratified with your views on the subject to which your attention is respectfully called. I will call on you for that purpose in the course of an hour or two.

I have the honor to be very
respectfully your obed^t serv^t
John E. M^r
By hand
Jenny

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To avoid difficulties in getting with the United States' disbursing officers, on account of transportation and subsistence required by volunteers and militia before their arrival at the place of rendezvous, and to avoid the discontents consequent on such difficulties, I am inclined to trouble your Excellency with these memoranda, and to beg that they may be distributed among the field officers and captains whom you may order into the field in compliance with the requisition I have this day had the honor to address to you.

From the place where a company assembles in its neighborhood, to the rendezvous where it is to be mustered into the service of the United States, not more than the hire of one four-horse wagon is ever allowed. The hire per day must be reasonable, and the contract put in writing. The wagon, if not wanted after its arrival at the rendezvous, will be allowed the same pay per day for every twenty miles returning home empty. Each wagoner to find himself and horses.

Dishes, plates, knives, forks, spoons, tea kettles, and tin cups, are never paid for by the United States.

Cast iron pots and skillets are too heavy for campaigning, and ought, if practicable, to be substituted by tin or sheet iron camp kettles—six per company.

Felling axes, at the rate of six per company, will be allowed.

I shall endeavor to have some tents to issue to the volunteers and militia as soon as practicable; but if the troops can furnish themselves, eight or ten tents of the usual size, for the officers and men of a company, will be allowed.

All the foregoing articles must be obtained at reasonable prices, and receipts taken and exhibited for the same; and when paid for by the United States, at the discharge of the troops, they will be turned over to the United States' officers.

From the assembling of the companies near their homes, to their arrival at the rendezvous appointed for mustering them into the service of the United States, there being no unreasonable delay in the march, there will be allowed a commutation of fifty cents a day to each man, under the rank of officer, for his subsistence or rations.

The foregoing is an abstract of the regulations, over which I shall have no control whatever.

WINFIELD SCOTT.

HEAD QUARTERS, EASTERN DIVISION,
Washington City, April, 1858.

Sir: I have your letter to your Excellency, regarding the Cherokee country, and in answer thereto I have the honor to inform you that I have been much interested in the removal of the Cherokee Indians, in the State of Georgia, from their present location, and in the number of companies furnished by your Excellency to the Cherokee country, and in the number of men to be furnished from the Eastern Division, and in the number of companies to be furnished from the Eastern Division.

I make the request to your Excellency, in the Cherokee country, that you will be pleased to order that a number of horses be furnished from the Eastern Division, and that you will be pleased to order that a number of men be furnished from the Eastern Division, and that you will be pleased to order that a number of companies be furnished from the Eastern Division.

I am, Sir, very respectfully,
Your obedient servant,
Winfield Scott.

Sir: I have your letter to your Excellency, regarding the Cherokee country, and in answer thereto I have the honor to inform you that I have been much interested in the removal of the Cherokee Indians, in the State of Georgia, from their present location, and in the number of companies furnished by your Excellency to the Cherokee country, and in the number of men to be furnished from the Eastern Division, and in the number of companies to be furnished from the Eastern Division.

U.S. GOVERNMENT
PRINTING OFFICE
WASHINGTON: 1858

Cherokee Agency

Lawrence, Ky. 1838.

Dear Brother

In this I suppose that you will have seen
 the new Circular of the Insurrection and the Superintendent
 of Cherokee Removal together with a copy of Mr. Harris's letter
 which I sent you by the last mail. From appearances I
 have no hopes that you will be able to effect any thing
 on any other basis than that of general removal. If this
 be the case, the grave question presents itself what will
 be best ^{to do} under all circumstances. Two alternatives only presents
 itself to my mind. to stay and be forced off under the false
 treaty, or to treat on the basis of general removal. Under such
 circumstances I would say let us make a treaty if the
 details could be made more satisfactory, that is if we
 can get a longer time given to remove in the money place
 under the control of the Nation and left free to remove to
 whatever place we may choose. the greatest difficulties must
 follow in either case, but the latter course in my own
 opinion would be best for us. we can expect nothing else
 but oppression from the Govt of the U.S. so long as we
 remain in their limits and if we had the means it may
 be possible that we could find a Country out of the
 United States which we might live in. I can ^{well} imagine the
 situation the delegation are placed in. the people expect you
 to do the best you can for them. under ^{the present} all circumstances
 it will be impossible to please all. and the time seems
 to be at hand when something must be done. and

that without much delay - I have not heard from
you since your ^{letter} dated 10/11/11. We are all labouring
in great degree - to hear our final decision. There is
very little business going on in the immigration line.
The late Extra Circular won't have the desired effect -
if those who issued it all are waiting to hear from
you.

We are generally well

I remain your
affectionate

Friend

Lewis Ross

My respects to your Colleagues -

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cavities in limestone, leaving behind their crystalline deposits. When the limestone weathered away, being softer than the ball of quartz, it left the geodes lying exposed on the surface of the ground.

But to one coming upon one of these strange rocks, with its convolutions that look like the surface of some ancient petrified brain, all of these theories seem inadequate. They raise more questions than they answer.

Associated with the geodes, but not confined to their limited area, the close observer may find short sections of crinoid stems, pieces of the sea lily, a plantlike animal that grew in the shallow seas that once covered the land. Here, too, one may find pieces of stone made up of the shells of gastropods and skeletons of fish and the claws and shells of crabs.

Near the Rim, the ridges and hollows are tumbled and narrow. In the western portion of the county, the hills are fewer, and the hollows broaden into valleys with deep deposits of topsoil, sometimes more than six feet deep. Killebrew was impressed with the soils he found there. "The bottoms are rich," he said, "loamy and pebbly, easily worked and highly productive. They are esteemed of great value . . . There are no abandoned fields to be seen." 7

This was true also of the hillside soils, though they were not, because of their steepness, so easily worked. Unfortunately, most of this fertile hillside soil has been washed away. Many a hill farmer has watched the yellow torrents during thunderstorms rush down his tilted pastures of lush bluegrass and fields of towering corn and ruefully said, "There goes my good dirt down to settle on some big rich man's bottom." So most of the hillsides once widely cultivated with mule and turning plow and then with bull tongue and double shovel and hoe have been returned at best to a rough kind of pasture. Much of it has been abandoned to hackberry and thorn tree and the tangle of blackberry brier and buckbush.

DRAINAGE

Stone's River drains the hill section of the county south of Dividing Ridge. The chief branches flowing into the river on the north side, from Short Mountain west, are Young (or Gilley) Hollow, Mason Hollow, Seal's Hollow, Rockhouse, Cavender, Doolittle, Rush Creek, and Locke's Creek. Major branches flowing into the river from the east and south are Shinbone (formerly called Elledge Hollow), Parchcorn, Hill's Creek, Hollis Creek, and Brawley's Fork. Brawley's Fork is fed by

numerous branches, the two largest being Carson's Fork and Smith's Fork.

North of Dividing Ridge and Short Mountain, the Central Basin is drained by the headwaters of Dry Fork, Clear Fork, Wilmouth Creek, Cannell Creek, Sycamore Creek, Hurricane Creek, and Sanders' Fork, all with their numerous hollow feeder branches.

On the Highland Rim, the main streams, north to south, are Mountain Creek, which originates at a bluff spring near the top of the west spur of Short Mountain, Charles' Creek, Youngblood Creek, Bullpen Creek, McMahan Creek, and Duke's Creek. They all flow east, because of the eastward tilt of the Nashville Dome structure, into Barren Fork and Collins River, tributaries of Caney Fork.

The names of many of these streams sound more impressive than they are. Most of the creeks are merely branches, dry much of the time except in the wet seasons of winter and spring and during summer storms. Then, they can rush and roar and carry farm stock away, and people, too, if they get in their way.

ROADS

When Davidson County was created in 1783, North Carolina directed that a road be built from Clinch River in East Tennessee to Nashville. A road of sorts, called the Wilderness Road, was opened in 1785. Its course lay by way of Crab Orchard, where it encountered Spencer's Hill, the west side of which was so steep that even a man on foot found the descent hazardous, especially if he were leading an animal which might tumble down upon him. Once down, however, he found a pleasant, level plain for some distance, and, if he were there in springtime he might be treated to the sight of wild crab apple blossoms. From there on, however, he found it drab going, for the road went some 50 miles over an eroded and rugged plateau, which in summer might be almost waterless, to Flat Rock near the future town of Monterey. Off the plateau, he followed the road down Flynn's Creek to the Cumberland River. Crossing there, he went north of the river by way of General Winchester's land near the present site of Gallatin and on to Nashville.

Parts of this route were used by the Long Hunters Uriah Stone and James Smith when they explored the Cumberland region in 1766. The road was little more than old Indian trail, called Tollunteeskee. It was dangerous, since much of it lay on land belonging to the Cherokee, and most emigrants still chose not to use it, going instead the long route to the

Cumberland Settlements by way of Cumberland Gap and the Kentucky wilderness.⁸

In 1787, the road was improved by a small group of men under the leadership of James Robertson and others, but it still was not wide enough for carts and wagons. A few large groups of emigrants made safe crossings under escort to the Cumberland Settlements by 1788. Andrew Jackson was in one of these groups. It was not until 1792 that the road was made suitable for wagon travel. In 1795, the road was changed to fork at Flat Rock and run south of the Cumberland to the mouth of the Caney Fork at Walton's Inn, at the present site of Carthage. It was then called the Walton Road.⁹

The new route brought settlers fairly close to the future Cannon County. Traffic over the road soon became heavy. In 1796, 28,000 persons bound for Middle Tennessee and Kentucky paid ferry tolls over the Clinch River at Southwest Point (near Kingston).¹⁰ Emigrants were coming by every means possible -- by wagon, by cart, on horseback, on foot. Some pulled their own carts. The "North Carolina wagon" was a frequent sight now on the road, a wagon so heavy, so crudely built, so high it took a ladder to load it, and with a "cowbelly" bottom that made everything placed in it roll or slide to the middle. When loaded, it took 12 mules to pull it.¹¹

Yet, it was not by any means a good road. It was described in 1812 by a seasoned traveller as the "most dreary and unpleasant of any which I traveled in any of the United States ... The road ... leads directly over the stupendous and terrible piles of the Cumberland Mountains. Eighty miles of this road are most rugged and dreary indeed."¹²

In 1806, the federal government built a road from the Cherokee villages on the Hiwassee River in southeast Tennessee, following more or less closely the old Black Fox Trail to the vicinity of Murfreesboro. The western end of this road was known as the Stone's River Road. It passed:

Rattlesnake Springs near the present site of Charleston, running down the Hiwassee and then crossing the Tennessee near the Island; thence past the ancient salt lick at Morgan Spring, Rhea County, to mounds that mark the ancient Indian Village in the Sequatchie Valley about five miles south of the present site of Pikeville; thence across the Cumberland Plateau to the Caney Fork River, a few miles upstream from the falls, crossing the

well-known Chickamauga path a short distance south of Rock Island; thence to the junction of Mountain Creek to the present line of Warren and Cannon counties, from which it continued down the Elledge Hollow, to Stone's River, then down the river to Woodbury; thence by Readyville, passing north of Murfreesboro, to Old Jefferson, thence to Nashville.¹³

Mary Wood, County Historian, says that this road, after it left Elledge Hollow and of necessity fording the river several times, went north of the river near the mouth of Rockhouse and continued on the north side until it reached the big spring on the north side of the river at the present site of Woodbury and crossed there to the north end of the present-day Tatum Street on the northwest corner of the square. From there, it continued south of the river to some distance below town where it was forced back to the north side by high bluffs and hills.

When the traveller on this road had braved the hazardous Spencer's Hill at Crab Orchard and endured the inhospitable Cumberland Plateau and safely reached the undulating plain of the Highland Rim, he still had the short, precipitous descent into the Central Basin ahead of him. There was no place where the descent was easy. The hills dropped off sharply into narrow, V-shaped hollows, where the road was often forced to follow gulleys and the rocky channels of branches for long distances, or at least ford the narrow stream bed again and again to take advantage of the smoother ground on the other side.

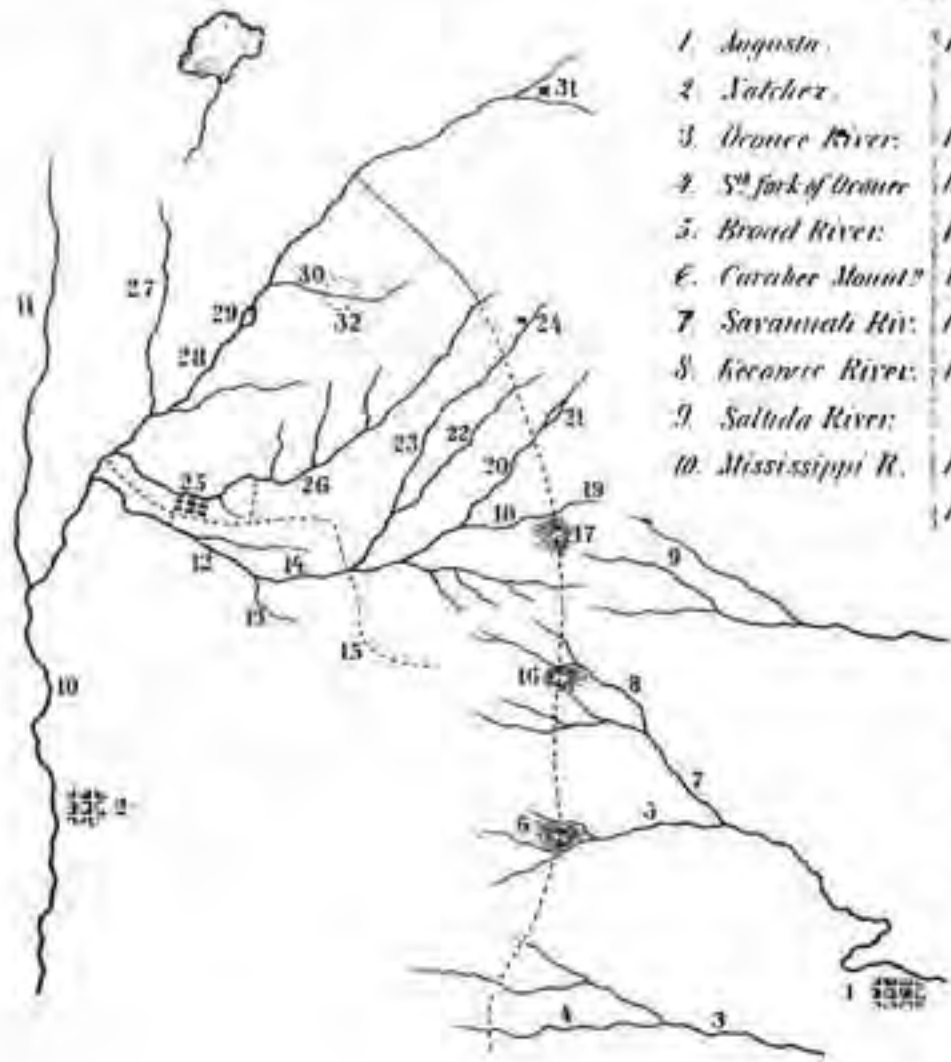
Such a place was Elledge Hollow, down which the Stone's River Road ran, with its perilous hill which richly deserved its name of Shinbone. Long after 1900 and after a better road had been built in a better place down Turner Hill, the driver of a wagon and team could descend only by locking the hind wheels with a chain or another pole and bending the hickory brakepole nearly double.

In 1806, another road was built into the area of the future county. Newly-formed White County, which included most of the future Warren County, appointed a committee made up of Charles Burks, Richard Burks, Moses Perkins, and John Cantrell to lay out a road from "where Looney's Trace crosses Barren Fork of Collins River so as to meet a road from Deal's (Dale's) Mill (Liberty)." This road was known as the Short Mountain Road and facilitated settlement of the Short Mountain area.¹⁴

REFERENCES.

- | | | |
|-----------------------------------|-------------------------------------|--------------------------------------|
| 1. Augusta. | 11. River above the F th | 20. Holston River. |
| 2. Natchez. | call ^d Kiskaskia. | 21. Long I nd of Holston. |
| 3. Oconee River. | 12. Tennessee Riv. | 22. Clinch River. |
| 4. S th fork of Oconee | 13. Ocochoppo Riv. | 23. Powell Riv. |
| 5. Broad River. | 14. Muscle Shoals. | 24. Martin's Station. |
| 6. Carabee Mount ⁿ | 15. Chickasaw Coun ^{ty} | 25. Nashville. |
| 7. Savannah Riv. | 16. Ocawna Mount. | 26. Cumberland R. |
| 8. Keowee River. | 17. 40 Miles south | 27. Washash R. |
| 9. Saluda River. | Nollachucka. | 28. Ohio R. |
| 10. Mississippi R. | 18. French Broad Riv. | 29. Falls. |
| | 19. Nollachucka | 30. Kentucky R. |
| | 31. Fort Pitt. | 32. Henderson's |
| | | Range for his Horses & Cattles |
| | | within the Circle. |

This Map is copied from one drawn by the Tassel to describe Cherokee claims presented at treaty at Hopewell, Nov. 1785. Hopewell on Keowee. The dotted lines show the reduced territory now agreed upon, the dividing ridge between the Cumberland & Tennessee & forty miles above Nashville.



...and attracted 175,000 more visitors each summer.

"The drama provides a fair amount of employment itself," said Bill Hardy, a University of North Carolina professor who has directed

casualty, where the town of Cherokee and most of the boundary is located, has an unemployment rate that jumps from less than 10 percent in July to more than 20 percent in the winter months — consistently one of the highest rates in the state.

"We're trying right now to build a golf course," he said.

The golf course is part of a plan to extend the tourist season in Cherokee beyond late September.

Tomorrow: Andy Jackson is no Indian hero.

Mrs. He
son, D.C.
ernment
wife, N
1958), b

Overland route drew the curious

Rattlesnake Springs in eastern Tennessee lies along the rising western foothills of the Great Smoky Mountains.

Herded from the rugged mountains to the east and south, the Cherokee gathered at the Springs in 1838 to begin their journey westward to Oklahoma.

From Rattlesnake Springs, they moved northeast, across the Tennessee River at Bythe's Ferry, where a boat today transports cars across the river. The Cherokee endured the difficult crossing of the Cumberland Mountains, heading toward Nashville.

The city, founded as Fort Nashborough in 1779, was a frontier settlement less than 80 years old when the Cherokee came through — a far cry from today's modern city peppered with skyscrapers. The Trail of Tears crossed the Cumberland River near what is now downtown Nashville.

"The Indians were a source of great curiosity and interest to the citizens," wrote James F. Buckner, a witness to the forced march, in an 1880s history of Christian County, where Hopkinsville is located.

From there, the route turned northward, crossing a flat plain into Kentucky. The exodus took the Cherokee down the main street of Hopkinsville, and reports of the era indicate many residents came out to take a look.

As the trail approached the Ohio River, the travelers took shelter under Mantle Rock. Those who began the journey in October and November arrived at the Ohio in deep winter and waited to cross the river under the cover provided by the over-



Johnny Bailey/The Times

Landmark: The old Readyville Mill near Murfreesboro, Tenn., was operating when the Cherokee passed through in 1838. It only recently was shut down.

hanging rock formations. As the weather permitted, the Cherokee crossed by boat into the town of Galoconda, Ill.

Today, the only way to cross the river at Galoconda is by boat — a bridge never has been constructed.

Southern Illinois, which is formed by a triangle between the Ohio and Mississippi rivers, is a flat plain. But by the time many of the Cherokee had reached the area in December, the weather

was unusually cold. Ice chunks had formed in the Mississippi River, rendering it unnavigable.

Many of the Cherokee camped along Dutch Creek near the town of Jonesboro, waiting to cross into Missouri. While they camped, a series of blizzards hit in December. Bitter cold followed during January. And many of the estimated 1,500 people who died along the trail perished, waiting for a break in the weather.

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January 23, 1990

Diane H. King, Ph.D., Executive Director
The Confederated Tribes of the Warm Springs
Reservation of Oregon
P.O. Box 1163
Warm Springs, OR 97761

Dear Dr. King:

Enclosed is a copy of a 1939 map of the Port Royal area with the approximate location of the old road marked. It appears it might have been part of the old road from Turnersville to Port Royal.

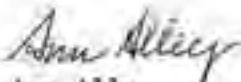
We have not been able to determine just when the current road into Port Royal was established. It may have been there all along. Dr. Phillip Ford Norfleet built his home in the 1850's facing the presently used road (pink dot). The Bourne home (blue dot) was originally a one room log cabin built, according to family lore, about 1820. A dogtrot and a second room was added later. Sometime in the 1800's the house was "updated" to victorian (etched glass front door, grained woodwork, etc.) The house by this time faced the currently used road. Probably a close examination of the older part of the house could determine which direction the cabin originally faced. A door does lead out of the original room toward the back of the house.

Also included is the article we discussed from The Kentucky-Tennessee Journal regarding the Indians at Port Royal, and an article which appeared in the December 1838 issue of The Baptist. A quick look at the Nathaniel Cross and Kimbrough diaries failed to locate any reference to the Indians.

Duane H. King, Ph.D.
January 23, 1990
Page 2

Sorry to be so long in getting this to you. I did enjoy working with you when you were in Nashville. If we can be of further assistance, please let us know.

Sincerely,



Ann Alley
Archivist

AA:ss

Enclosures

Howell, Rob't Boyte C. "The Emigrating Cherokees," The Baptist, December, 1838. pp. 357-359.

The Kentucky-Tennessee Journal, January 12, 1912.

HISTORIC OLD GRAYSVILLE.

Written by Capt. R. Y. Johnson for The Kentucky-Tennessee Journal.

Continued from issue Jan. 4.

That fall they sent many of their negroes under charge of their overseers to Kentucky, to clear the ground, raise a crop and build cabins.

The next fall Dr. Charles Meriwether, Mr. Henry Barker and possibly some others with their families and the remainder of their negroes, followed the advance guard, finding for their occupancy typical western huts, of unhewn logs, chinked and daubed with red clay, sick chimneys, daubed also with clay, covered with clapboards and parchment skin floors.

On a special occasion Mrs. Meriwether, handsomely attired, had her heavy silk train to catch on a splinter on one of the punctures in the floor, causing her to fall backward and striking her head against the floor, which proved not only painful but almost procuring concussion of the brain. Suffice it to say, no more trains were worn on parchment floors.

Grayville with its new inn was at the zenith of its glory. The inn had been launched in public favor and was, so to speak, "in the swim," the public wants and demands being supplied by it. The beds were filled with feathers fresh from domestic fowls or the wild, while the table was abundantly furnished with the very best of everything that a hospitable and plentiful country could

afford in pots, pans and skillets, in an "artistic style" known only to the black mammoths of that day.

A hearty meal for a belated traveler of fried ham embellished with a few sprigs of parsley, with red gravy, perched eggs, cool sweet milk, yellow butter, with a piece of corn bread, or perchance an ash cake, was good enough for not only mortal man but the gods.

Everything was cheap, and 50 cents per acre, two hundred acres in the "barrens" on the Trenton road were offered for a riding horse. The owner of the horse declined the offer, saying "he did not want to starve or die for the want of a fire or ailer for building purposes." Labor was \$5 per month, 20 to 40 cents a day from sunrise to dark; horses, \$25 to \$40; cows, \$7 to \$10; hogs, \$1.25 to \$2 per head; eggs, 3 cents per dozen, and chickens for pence apiece; deer horns, 25 cents each.

The inn had an attractive side line with a bar attachment, em-

phasizing famous. Every one had business at the bar and quaffed a glass of "straight liquor," a glass of grog, a toddy, a cocktail or a mint julep, the condiments for which were close at hand. Ah me! They were good old days. Did you ever drink a julep? If not, then you have no conception of luxury. One sip would instantly soften the harsh countenance and place in its stead a complacent smile on the countenance of a Tennessee state-wider.

"Ah, the mint julep! it is the summits of this earthly sphere, the nectar of the carnal life, the drink for gods, for kings and for men. It both stimulates the body and delights the soul. It paints pictures in man's brain. It has the voice of the trilling dove, the gentleness of a woman's smile, the gaiety of music and the splendor of the world's riches. It is succulent; it is juicy. It fills the body and soul with ecstasies of joy and paroxysms of delight. It trickles down the throat to the bottomless sea and therein lodges to mint phantasies in the mind that drive dull care to the winds and make gay the life of man. My boy, there is nothing like it. No drink has been manufactured to equal it and no drink will ever be perceived to surpass it. But to get the real article you must go down south. Go down to the blue grass region, where the true mint grows and where they have real whisky with zinc. To a Kentuckian the mint julep is synonymous with song and a pretty woman. He will risk his life for it if he be a thoroughbred. Vivid mint julep! Beat it if you can."

—By Henry Waterson.

But buddy, don't grow too fond of it, for it will surely drag you down to perdition.

Grayville was not only a stage stand, but it was also a stand for horses, mules, beef cattle, hogs and turkeys. A number of substantial rail pens, or lots of half an acre each, were built for their accommodation. In these were long troughs built for feeding and in some were sheds for their shelter in extreme wet or snowy weather. The season for horses and mules was in late fall, winter and spring. They were bred or bought in upper or central Kentucky, driven to Alabama, Mississippi and Louisiana and sold to the cotton and sugar planters.

Some nights all of the lots would be filled when the belated drovers would have to go on some three miles to Mr. James C. Johnson's, another very popular stand, which was favorably known all over northern Kentucky and the south. In November, December and some in January hogs in large numbers were bought in Warren, Logan, Todd and Simpson counties, Ky., and Robertson county, Tenn., and driven to Clarksville for slaughter. These same pens were used for hogs and also cattle, which were driven to Clarksville from the same counties for shipment by boat to New Orleans.

turkeys, and the passing of the Cherokee Indians under the treaty of 1838, 30,000 in number, under head chief John Ross in detachments of 1,200 under a sub-chief from their homes in Georgia, Tennessee and the Carolinas is given to an abler pen for description than that of the writer.

Mrs. Nannie Haskins Williams, a staunch, valued and cherished friend of the writer in his younger days, writes:

BIRMINGHAM, ALA., Nov. 1.
My Dear Captain Johnson—I am very sorry to have so little to tell you in the way of "recollections" of dear old Grayville, Todd county, Ky., (always the Todd county, remember), as a matter of fact, my mother, Mrs. T. S. Haskins, purchased the property from Mr. Ewing Wilson, who was then living in Montgomery county, Tenn. We moved from Clarksville, Tenn., to Grayville, November 1st, 1868. Forty-three years today! Does it not seem ages, and so soon after the civil war?

Mrs. Haskins, my mother, and family lived there nearly six years, and Grayville to Mrs. McLean, from near Adairville, 1874.

As a matter of sentiment, I feel like we were leaving civilization progressing backward, when in the zenith of young ladyship I was suddenly transferred from beautiful, social, charming, Clarksville to "Cross-Roads," twelve miles into the absolute country, over the state line into old Ky., not far from Paddy woods the very heavens were over cast dark blue. Fortunately when we are young the world is young, and I soon grew fond of "the country," the "envil chorus" so cheerfully resounded from the amity near by, the hospitable neighbors, the very old red roads converging from so many important points made way into my affections. The yellow brick tavern of yesteryear time became an old, homelike place, and I remember the old-fashioned

whenever I am in the neighborhood hanging out side, as well as the new-made ones of the lovely surroundings. Those were dearly remembered days at Old Grayville. You remember it was from there the young lady went forth into the new life, a bride. And well are you remembered as one of the friends of Mr. Williams and myself, and I thank you very much for your reassurance. He returned and admired Capt. Johnson and counted him as one of his best and most interesting friends.

I am afraid that I cannot give you any help along the line of traditions or anything worth "embodying in your sketch." If I knew any they have flown with the busy years. I remember the place as belonging to another era, almost like romance of medieval history, when things and men were big and lofty, when we rode horseback and lived close to nature.

I do remember hearing my mother tell that when she was a young girl and her home was at

Clarksville, she had seen the

detachment of the earlier travelers by the little though important hamlet.
Just here I must mention seeing in the Confederate Veteran that you were consulting matter in book form pertaining to Gen. Wm. Quantrill's Brigade. You may not remember that the Forty-Second Regiment flag was made and presented to them in Clarksville by the "Juvenile Society," school girls. I was the president and am now going to copy from my scrap book the clipping from a Clarksville paper of that time and send it to the Veteran.

I am sure this will be of little service to you in your "sketch," but it will be a reply to your note, and I will add that I believe it would do your heart good to know the position that Mr. J. P. Williams' men hold in the business world, nothing wonderful but respectable, and they are shoulder to shoulder with best men. With regards from them and myself.

Very sincerely,

MRS. NANNIE H. WILLIAMS.

These Indians were moved overland, with the detachments about fifty-eight hours apart. Some came through Fort Royal and some through Keyser by Grayville and Hopkinsville, crossing the Ohio river at Colony, and on to the west of the Mississippi. They were accompanied by a command of U. S. cavalry, under General Scott, a company following each detachment of Indians, to prevent straggling, and so forth. The camping place at Grayville was at the old station spring, on the farm now owned by Mr. W. B. Boman.

Above Fort Royal the river (Ohio) is a "hump shoe," in which lives Mr. Rich Ridding. Between his home and Mr. Wm. N. Gainer's, the head of the shoe, is a strip—some 4 miles—across which is a fortification from river to river with deep water, at each end. It is a very interesting place, and I think you would like to see it. It is a very interesting place, and I think you would like to see it. It is a very interesting place, and I think you would like to see it.

dition, or otherwise, and when these detachments reached this place (Fort Royal) a halt was made so that the chiefs could visit and pay homage to this spot. The student of history will note the great difference in moving these Indians and Geronimo, and his tribe, who passed through Guthrie only a few years ago in elegant passenger coaches enroute for Florida for improvement, while the Cherokees were moved over land exposed to all kinds of weather, hardships and sickness. Two of their sub-chiefs died and were buried in Hopkinsville.

Continued next week.

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On a special occasion Mrs. Mary...
 her heavy silk train to catch on a splinter on one of the pincushions in the floor, raising her to fall backward and striking her head against the floor, which proved to be only painful but almost producing unconsciousness of the brain. In fact, no more trains were worn on southern floors.

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are in part, even and skillets, in an artistic style known only to the black mechanics of that day.

A heavy meal for a belated traveler, fried ham embroiled with a few sprigs of parsley, with red currants, poached eggs, cream sweet milk, yellow butter, with a poor old corn bread, or persistence an ash cake, was good enough for not only mortal man but the gods.

Everything was cheap, and 50 cents per acre. Two hundred acres in the "harrow" on the Treadwell road were offered for a riding horse. The owner of the horse declined the offer, saying "he did not want to starve or freeze for the want of a drop of timber for building purposes." Later was \$5 per month, 20 to 25 cents a day from August to 1st, horses, \$25 to \$40, cows, \$7 to \$10, hogs, \$1.25 to \$2 per head; eggs, 3 cents per dozen, and chickens by the piece; deer horns, 25 cents each.

The Inn had an attractive side line with a bar attachment, containing that which made Robert...

boy, there is nothing like it. No drink has been manufactured to equal it and no drink will ever be conceived to surpass it. But to get the real article you must go down south. Go down to the blue grass regions, where the true mind grows and where they have real whisky with age. To a Kentuckian the most julep is synonymous with song and a pretty woman. He will risk his life for it if he be a thoroughbred. Vive mont julep! Best it if you can."
 —By Henry Watterson.

But Buddy, don't grow too fond of it, for it will surely drag you down to perdition.

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A description of the drovers of...

Less, from near Anderson, 1899. As a matter of sentiment, I feel like we were having civilization progressing backward, when in the zenith of young ladyship I was suddenly transferred from beautiful, social, charming, Clarksville to "Crom-Roads." Twelve miles into the absolute country, over the state line into old Ky., not far from Fandy woods; the very heavens were over cast dark blue. Fortunately when we are young the world is young, and I soon grew fond of "the country," the "anvil chimes" so charmingly resounded from the smithy near by, the hospitable neighbors, the very old red roads converging from so many important points made way into my affections. The yellow brick towers of yesteryear became an ideal home, where I discovered our main city, however I found the landscape hanging outside, as well as the new made ones of the lovely surroundings. Those were dearly remembered days at Old Grayville. You remember it was from there the young lady went forth into the new life, a bride. And well are you remembered as one of the friends of Mr. Williams and myself, and I thank you very much for your remembrance. He returned and admired Capt. Johnson and counted him as one of his best and most interesting friends.

I am afraid that I cannot give you any help along the line of traditions or anything worth "embedding in your sketch." If I knew any they have flown with the busy years. I remember the place of belonging to another era, almost like romance of medieval history, when things and men were big and lofty, when we rode horseback and lived close to nature. I do remember hearing my mother tell that when she was a young girl and her home was at "Old Hadenerville," some time in the thirties, that she with a number of the neighbors rode down to Grayville to see the Indian chief, Ross, moving west with his people. I think from Florida, nor can I remember the tribes unless they were the Cherokees. She spoke of it as a wonderful sight and how incoherently inquisitive the Indians were, begging them for the bright ribbons in their hats, etc. Again I have often heard Mr. Williams laughingly tell of the time the turkeys were driven on foot to Clarksville and shipped by boat to New Orleans, and Grayville was on one occasion the meeting place for an unusually large drove. Not late in the day when the men stopped at the gate, the tired turkeys took possession and flew in a flock, on horse, jolly flocks and went to roost for the night in hundreds. When the other day, early in the afternoon, I heard in an account of the sale made by the head of the poultry of Kentucky, but had never dreamed of a man turkeys raised in Kentucky, nor had I ever seen any of them, and I had...

came through Port Royal and some through Keyahora by Grayville and Hopkinsville, crossing the Ohio river at Golconda, and on to the west of the Mississippi. They were accompanied by a command of U. S. cavalry, under General Scott; a company following each detachment of Indians to prevent straggling, and scouts. The camping place at Grayville was at the old station spring, on the farm now owned by Mr. W. H. Brown.

Above Port Royal the river runs a "horse shoe," in which you Mr. Rich Bedding. Between the home and Mr. Wm. N. Gaines', the head of the shoe, is a strip narrow ridge—"backbone," across which is a fortification from river to river with deep water, at each end of the ridge. Mr. James J. tells, anything about the fortification so far as the oldest citizens can tell, but these Indians knew of it, by in-

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Wm F Banks

EDITED BY

ME. SEC. NO. 71-1437*

ROBT BOYDE C. HOWELL, A. M.

DECEMBER, 1838.

"This Gospel of the Kingdom shall be preached in all the world, for a witness unto all nations."

NASHVILLE:
W. H. DUNN, PUBLISHER.

1838.

*Publication: The Baptist, 1838
R. B. C. Howell Papers
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preciate, and obey it:—"What thy hand finds to do, do it with thy might; for there is no work, nor device, nor knowledge, nor wisdom, in the grave, whither thou goest."

THE EMIGRATING CHEROKEES.

Four detachments of the emigrating Cherokees have, within a few days, passed through our city, and seven others are behind, and are expected to pass in a week or two. They average about a thousand each. Of the third party our brother Evan Jones, who has been eighteen years a missionary in the nation, is Conductor; and the fourth is under the direction of the celebrated Dta-ske-ge-de-hee, known among us as Bushyhead. In the two parties they direct we learn there are upwards of five hundred Baptists.

During two or three days that their business detained them in the vicinity of this city, we have had the pleasure of some intercourse with these and others of our Cherokee brethren; and more lovely, and excellent christians, we have never seen. On Monday evening last, the 5th of November, several of them were with us, at the monthly concert of prayer for missions. It was expected that the meeting would have been addressed by Oganish (Peter) Gan-tuh (John Wickliffe) and the Chief Sut-to-a-gee, all in Cherokee, and interpreted by Dta-goe. Some of these brethren, however, were sick, and others were detained by other causes, but their places were well supplied. We had a very crowded house. The services were commenced by singing a hymn in Cherokee, by brethren Jones (who, by the way, is called by the Indians Ga-wo-hee-lo-ose-keh) Dta-ske-ge-de-hee Gha-nane-tlah-cla-gee (going on the hill) and Aht-zthee. After prayer, and another hymn, we were addressed by Ga-wo he-lo-ose-keh, and Dta-ske-ge-de-hee, in English, and, in a very interesting manner, by Aht-athee in Cherokee, interpreted by brother Bushyhead, and the services closed in the usual form. The effect was thrilling, and the people, though we did not ask a collection spontaneously came up, and contributed \$15,184 cents to the Baptist mission among the Cherokees.

Last night (the 7th,) brother Jones, and brother Bushyhead were again with us. Two other Indian brethren whose names we did not write down, and cannot remember, were expected, but the rain which had been falling all day,

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in the evening poured down in torrents, and they did not come into the city. Our congregation was much larger than we expected. Brother Bushyhead, (Dta-ak-ge-de-he) addressed us in English, after prayer and a hymn in Cherokee, on the subject of missions. After pointing out the scripture authority and obligations to the holy work, he told us that he could very well remember when his nation knew nothing of Jesus Christ; he detailed to us some particulars in relation to their religious opinions, and method of spending their time, their habits, and domestic manners, and contrasted them with the present condition and character of his people, and thus illustrated the happy effects already produced among them by the Gospel. He told us he recollected most distinctly the first time he ever heard the name of the Saviour, he recounted to us some particulars of his conversion, and that of his Father and Mother, and gave us a short account of the effects of his own, and the preaching of Oganish, and others, among his countrymen, and especially of the glorious revival that prevailed among them in their camps this summer, during which himself and Ga-oc-toh and others had baptized over a hundred and seventy,—upwards of fifty of whom were immersed on one occasion. He adverted to the opposition to missions waged by some Tennessee Baptists, and presented himself and hundreds of his brethren as living instances of the blessing of God upon missionary labours. He closed by stating that it was now seen that Cherokees could be christians,—commending his nation, particularly, and the Indians generally, to the prayers of the Lord's people, and beseeching them still to sustain the preaching of the Gospel among them. He set down in tears.

Brother Jones followed in a very eloquent address on the same subject, adding some interesting observations about the translation of the Bible into Cherokee, in the letter invented by Sec-qua-yah (G. Guess) at present in progress by himself and bro Bushyhead. The services closed at a late hour. \$ 14,624 more were handed in to aid the mission, in all 20,211; and our brethren left us to pursue their march to the far off west. The effect produced will not soon be erased from our mind; and we trust the recollection of the numerous instances recited of God's goodness, and mercy to our red brethren, will add fervor to many a prayer, and zeal

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NASHVILLE, TENNESSEE 37219

DO NOT
REPRODUCE
WITHOUT
WRITTEN PERMISSION

Bx July 26 1858

These are the 13 Stations they were kept in; All in TN
 Except 1

List of Physicians employed in the Cherokee Immigration

Name	Station	No. Chos. under charge
Dr. Schmitt	Leampitons	2000+
Dr. Butler	"	"
A. M. Folger	East branch Mouse Creek (1 st branch)	870+
A. George	East Pipe Ct.	900
W. S. J. Horrocks	East Landing	2000+
J. M. Kennedy	"	"
J. Hunter	Agency Post	700
J. H. Herbert	Shalls Lake Springs	600
J. H. Jordan	East branch Mouse Creek (2 nd branch)	1600
J. H. Ketherland	"	"
Madison Cox	Bedonko's Springs	900
N. W. Armstrong	Ches. too. co.	1300
J. W. Wington	Ridge branch East of Agency	700
J. J. Horrocks	Upper Cha. Ta. Co. (number doubtful) say	600
		17770

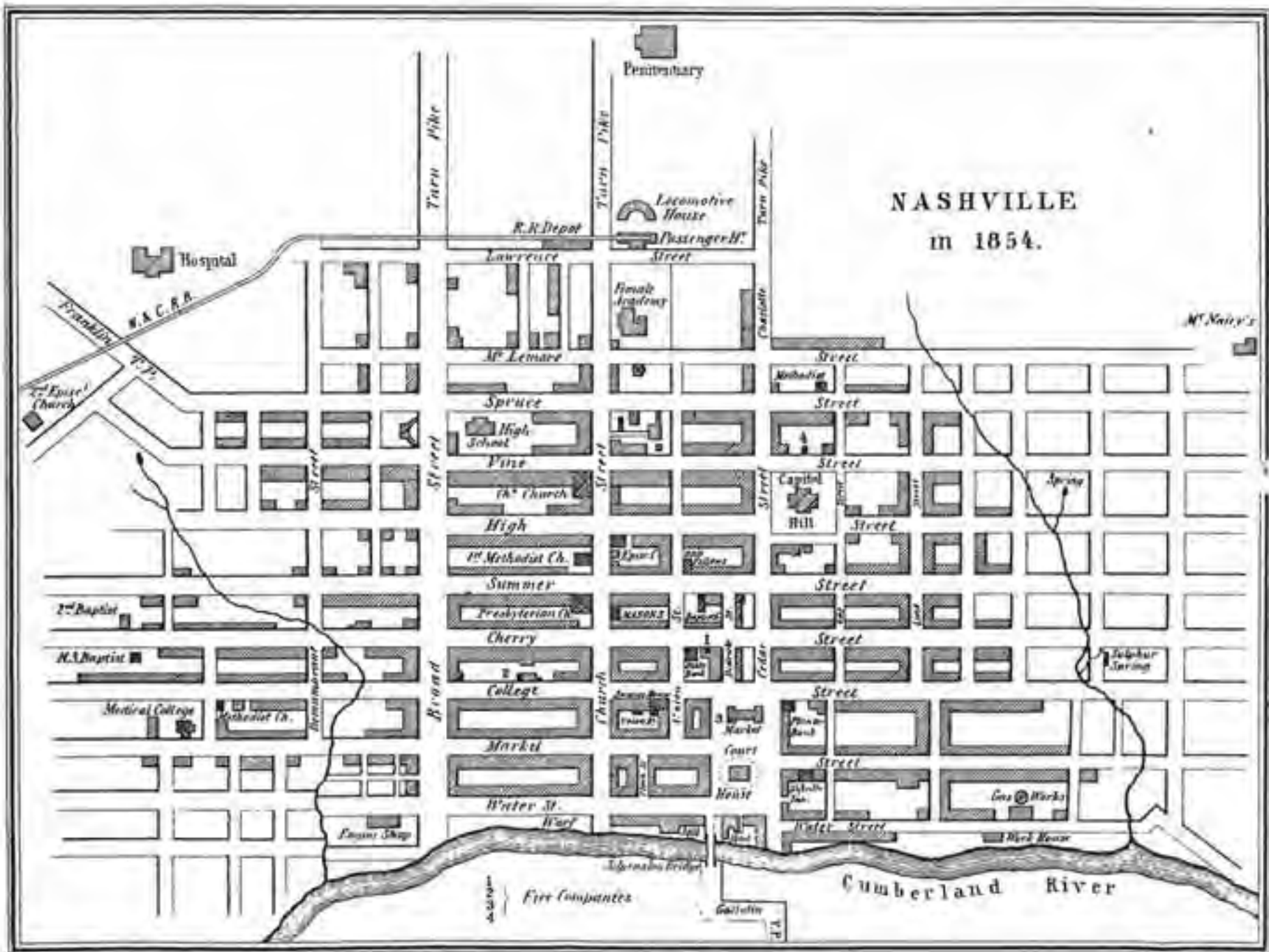
Account John Page M.D.
 from Dist. Apt. & Dist. Supt. to C.

Ches. Agency 26 July 58

Sir:

The above list of attending Physicians, their Stations, and the probable number of Cherokees, under charge of each, is made out conformably to your request of yesterday. In reference to it, I have the honor to remark, that, in compiling the number at the different Incampments, entire precision and accuracy did not preclude, for, I am not aware that the Census has been taken with decided certainty; and, when had it been, by frequent removals and change of place, the number is made to fluctuate with almost every day. It is believed however, that the numbers set down are not very remote from the truth. I beg leave

NASHVILLE in 1854.



Hospital

Penitentiary

Locomotive House
Passenger H.
Street

R.R. Depot

Turnpike

Turnpike

Turnpike

N.C.R.R.
Franklin

Episcopal Church

Lawrence

Female Academy

St. Leonard

Spruce

High School

Pine

St. Church

High

St. Methodist Ch.

Summer

Presbyterian Ch.

Cherry

College

Market

Water St.

Ward

Water St.

Ward

Ward

Ward

Ward

Ward

Ward

Charlton

Street

Street

Street

Street

Street

Street

Street

Street

Street

Street

Street

Street

Street

Capitol Hill

Spring

St. Mary's

Sulphur Spring

Liberty Bridge

Cumberland River

Fire Companies

Gas Works

Market House

Garrett

Garrett

Garrett

Garrett

Garrett

1854

Port Royal



AN EARLY TENNESSEE TOWN

Cover photos courtesy of John Netherton

MINI-HISTORY

It has taken over 200 years for a Long Hunter's winter camp to evolve into a State Historical Area and while both events are equally important it was the people and events between which made the town and its history. Realizing that many volumes could and should be written about the old town and community, we have tried to condense a few of its happenings and bring you a Mini-History of Port Royal, Tennessee and some of its people.

By H.C. Brehm

*12/13/82
for leather work.
here it is at last
Brehm, H.C.*

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Nashville, TN 37209
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A TENNESSEE HISTORICAL MARKER

At the point where Port Royal Road joins Highway 76 between Adams and Clarksville, Tennessee, stands one of the many Historical markers which we find scattered along the roads and highways of our state. This particular marker informs us that the old town of Port Royal was located at the confluence of Sulphur Fork Creek and Red River just one mile north and it was first settled in 1784. It also informs us that this was an early center of commerce and manufacture as well as the birth place of the Red River Baptist Church. Mention is also made of an old wooden bridge which was erected over the river in the early 1900's.

As you see these markers do not go into any great detail on any one happening or place because of their limited space but seem only to tell just enough to excite one's curiosity and make them want to go see and learn more about what has transpired in the past. Thus a leisure Sunday afternoon's drive just might be re-routed at this point and develop into an enjoyable adventure for all. Maybe that was exactly what was intended all along by the people who placed them there in the beginning.

From this point to the bank of Red River it is roughly one mile and to one not particularly interested in history it may appear as just another mile of Montgomery County's road system. To those who are interested and fascinated by the past and what has occurred down through the years this next mile can be a regular treasure house.

Would you like to take a drive to the old town site and see what the next mile or so has to offer? Maybe this will present an opportunity for you to transport yourself mentally back in time over two centuries and get a glimpse of the times when people were real and the term "friend" and "neighbor" meant just that. But first let's go back a way and see how it was at the confluence of Sulphur Fork Creek and Red River, long, long ago.

Naturally the Indians were the first to reach the place where Sulphur Fork Creek empties into Red River, and if the age assigned to a certain type stone projectile point is correct, this could have happened some ten to fifteen thousand years ago or even longer. Even today along the banks of both streams, evidence of their habitation and burial places of their dead can be found. Since these people were here first and their descendants were born here, lived, died and were buried here it would only seem natural that those living in the 18th century would resent the encroachment of the early long hunters and later the settlers. The Indians considered the land as their own by inheritance and tried to defend what was rightfully theirs. Many battles were fought over those early, troubled years of the last quarter of the 1700's and although most of these consist of maybe only a few people on each side, many people lost their lives during this period.

The following incident is used as an example to show how the land was found and how uncertain life was during those times. It is also an account of the first attempt by white men to live in the vicinity of Sulphur Fork Creek and Red River, even for a short time. The following has been taken from *The Annals of Tennessee* by J. G. M. Ramsey, A. M., M. D., 1853:

"...Amongst others, Mansco renewed his visit in Nov., 1775, and came to the Cumberland River, in company with other hunters of the name of Bryant. They encamped at Mansco's Lick. Most of them became dissatisfied with the country, and returned home. Mansco and three others remained and commenced trapping on Sulphur Fork and Red River.

"But finding themselves in the neighborhood of a party of Blackfoot Indians, they deemed it essential to their own safety to ascertain where they were encamped and what was their number. Mansco was selected to make the discovery. He came cautiously upon their camp on the river, and standing behind a tree was endeavouring to count them. He could see but two, and supposed the rest were out of camp, hunting. At the moment he was about to retire, one of the Indians took up a tomahawk, crossed the stream and went upon the other side. The other took up his gun, put it upon his shoulder, and came directly towards the place where Mansco stood. He hoped the advancing Indian would go some other way, but he continued to come in a straight line towards the spot where he lay concealed, and had come within fifteen steps of him. There being no alternative but to shoot him, Mansco cocked and presented his gun, and aiming at the most vital part, pulled trigger, and fired. The Indian

screamed, threw down his gun and made for the camp; but he passed it and pitched headlong down the bluff dead, into the river. The other Indian ran back to camp, but Mansco putran him, and picking up an old gun tried to shoot, but he could not get it to fire, and the Indian escaped. Mansco broke the old gun and returned in haste to his comrades. The next day they all came to the Indian camp, found the dead warrior, took away his tomahawk, knife and shot-bag, but could not find his gun. The other Indian had returned, loaded his horses with furs, and was gone. They pursued him all that day and all night, with torches of dry cane, but could not overtake him. Returning to Mansco's Lick, they soon after began their journey towards the settlements of New River..."

ONE MILE OF PORT ROYAL ROAD

Traveling north on the Port Royal Road after leaving the Historical Marker on Highway 76 we are moving parallel to an old Indian trail which was used for centuries, long before the white settlers came. None of this can be seen now, but when the Cherokees came this way in the late 1830's during the Indian Removal from Tennessee to the Oklahoma Territory, they followed this route and crossed Red River at the mouth of Sulphur Fork Creek at Port Royal. This route is now known as "The Trail of Tears".

When the people of the vicinity would hear that a group of the Indians were coming through on their way west they would gather in the town to watch them pass. At certain places along their way were "Feeding Stations" and it is believed that one of these was near the town. Many of the local people would visit and talk with the travelers and sometimes buy or trade with them for items they had made. One man traded for a hand-made, beaded bag during this time and it is still in the possession of one of his descendants after almost 150 years.

The old trail was just a small part of a huge network of trails over the southeast end, like our highways today, one could reach any part of the country. Some of our present roads even follow these ancient trails as did most of the early stagecoach and wagon roads.

Next we come to a small family graveyard on the right of the road which is the resting place of William Bourne and members of his family. Mr. Bourne came to the area about the year of 1828 when he was only nineteen years of age and by the end of the following year had bought

the farm, built a log home and became married to Matilda Carr who was only 15 at the time. Eleven children were born to the Bournes and as the family grew, so grew the original log house. Additional rooms were added as needed and remodeling brought the house to its present state. This and the farm remained in the hands of the descendants of William Bourne until the early 1920's. The old house now belongs to William Robert Alley, who plans to repair and restore the old home.

Mr. Bourne was a farmer and cabinetmaker by trade and over the years made quite a reputation for himself by building household furnishings which were both beautiful and long lasting.

These were the days when people made do with what they had at hand and since electricity, steam, or water power were not available at the Bourne home, he made use of the next best thing, namely a jennet. Fastened to a sweep-pole, the animal walked around and around powering the machines used in the cabinet shop.

But alas, all good things must end and this source of power was no exception. So the story goes one dark night Mr. Bourne was aroused by a loud clattering of pots and pans on his back porch and taking this for some intruder with no good intents he seemed to have followed the policy of the times, shoot first and ask questions later. The next morning when he went outside to get the answers to any questions he might have had the night before, he found his cabinet shop power supply laying in his yard all ventilated with shotgun pellets and as dead as a door-nail. He had blown his faithful jennet to kingdom come!

North of the old Bourne home is a rock-strewn bluff of modest height and from a crevice on its side a stream of cool, clear water gushes forth. From here it tumbles and dashes madly over water worn boulders to the little valley below and then flows gently and quietly away to join Sulphur Fork Creek.

This is Prince's Spring and received its name from one of the early settlers, William Prince, from South Carolina, who is believed to have reached the area about 1782. Near the spring he built a station which was also named for him but as far as can be found, this saw no action during all the troubles between the Indians and settlers. The exact spot where the station stood is not known, neither is that of Prince's Meeting House which was also near the spring. The Meeting House was erected on land given to the Red River Baptist Church by Prince and was the first permanent home it had. Mr. Prince was one of the charter members of this church which was organized in mid 1781. He was also involved in many other community affairs.

In 1797, the same year that Port Royal became a town, Mr. Prince moved to Kentucky and here he also became active in community affairs. Here his work and interest may have been more appreciated for the town of Princeton, Kentucky was named in his honor.

Another interesting old house along Port Royal Road which has survived from the 1800's is the old P. F. Norfleet home which sits upon a gently rolling hill well screened by numerous large maple trees. This is now occupied by Mrs. R. M. Alley who has lived here since 1927.

The house was originally built by Dr. Norfleet about 1840 and his brick office stood between this and the road. It was purchased in 1903 by William Earnest Alley, the father of Robert M. Alley. An ell at the rear of the house is built of bricks which were formed and fired at the foot of the hill but were first used in the large three story brick mansion of Felix Northington which once stood upon the high hill across the valley. This fine home, the show-piece of early Port Royal, burned in 1913 and some of the used bricks were purchased for the addition on the Alley home, a very fine and well kept colonial country home. One of the bricks used show a date of 1818.

Dr. Norfleet, the builder of the Alley home, owned considerable property in and around Port Royal. At times he would ship some of his produce down the river to Natchez and New Orleans and go along himself to oversee the sales and then return by way of the Natchez Trace. On one of these journeys he purchased a brown bear cub as a pet for his children. This new arrival was chained to a post set in a built-up earthen mound in the front yard and at night was unchained and placed in a strong log hut built for this purpose. After seeing the digging ability of the new pet and a few wild nocturnal bear chases, a deep pit was dug and lined with bricks and this brought a stop to the bear's night time prowlings. The remains of the mound and the pit were still present when the Alleys moved into the old Norfleet home but recent landscaping has removed all trace of a very unusual children's pet.

Now that we have come to the crossing of the Clarksville-Springfield Road and the Port Royal Road in the old town site, let's see what it has to offer that is interesting and historic and see how it all got started.



WILLIAM BOURNE HOME 1829



DR. P. F. NORFLEET HOME 1840



CROSS ROADS IN PORT ROYAL

THE START OF A TOWN

After Casper Mansker (Mansco) and his friends broke camp it was over five years before other white men tried again to live in the vicinity of Red River and Sulphur Fork Creek. The next to come were two settlers, George Fransico and Thomas Fletcher, who staked claim to 640 acres of prime woods and bottom land. First come, first served, so the saying goes and this held true as the pair laid claim to one square mile which took in the junction of the river and creek as well as the banks of both for a long way in each direction. At this time the creek was known as Richland Creek but this was soon changed to the present name.

After Fransico and Fletcher arrived, others soon followed and by 1784 enough people had arrived for the area to be classified as a settlement. Trouble between the settlers and the Indians soon developed and this lasted until just one year before Port Royal became a town in 1797. The last settlers known to have lost their lives in this sixteen-year struggle were three people who lived down river from Renfro's Station which was not far below the town. Their names were Mr. Tom Reasons and his wife and also a young girl named Rogers.

One of those who lost their lives in those hectic years was Thomas Fletcher and two companions who were slain just across the Cumberland from the mouth of Red River. These three must have meant something special to the Indians for instead of taking only the customary small patch of skin and hair of a trophy scalp they tarried long enough to remove the entire skin from the heads of their victims. This is believed to have happened near the first of July, 1793.

Here we lose track of George Fransico but we find that three years later the sheriff of Tennessee County, North Carolina sold almost half of the original claim of 640 acres to pay the backtaxes. This was purchased by Samuel Wilcox, one of the early settlers, and it would certainly be interesting to know just how much he paid for the 290 acres of land. In 1797, after Tennessee had become a state, he had a small part of his new property starting on the west side of Sulphur Fork Creek and along the south bank of Red River surveyed for a town. This was laid out into 37 lots, four streets, a public square and a section of land at the mouth of the creek for a public warehouse.

Now that Tennessee had become a state this was made into a town and given the name of Port Royal, Tennessee, the name being taken from Port Royal, France and Port Royal, South Carolina where the Wilcox

family had lived in the past. So, officially the little town came into being October 25, 1797, and changes began happening at the junction of Sulphur Fork Creek and Red River.

When first reaching the early town site of Port Royal, it is hard to realize this was once the heart of a hustling, bustling and energetic town known far and wide for its manufacturing and commerce. At the present time one can stand where the Clarksville-Springfield Road and the Port Royal Road cross and see all that remains of the old days, two ancient buildings and an old rusty steel bridge. Without moving from this spot all the later additions can also be seen, a more recent dwelling, a modern concrete bridge and a replica of the celebrated old covered bridge which for years kept people's interest in the old town alive. North of the river can be seen the one and only business now operating in the vicinity, the Port Royal General Store.

Many ask the question of what happened to the town? Did it burn or suffer some natural calamity? Just what did happen to bring a town and community whose population in the 1870's was over 1,200 to only a handful a century later?

The answer is simple and almost unbelievable in our day and time. The main cause of deterioration was the progress and modernization of the times. This may be a little hard to accept when other towns prospered from the forward movement of technology, but Port Royal just wasn't like other towns. Red River was its main highway, the route of its export and import and it depended very little on the early roads which at their best were little more than deep rutted trails. When the railroads came and missed the old town by a few miles and the roads were improved, both were more economical to those shipping and receiving than transportation by river, so the town's economy dropped rapidly.

Gradually the town dwindled away over the years. When a house burned or was torn down it was not replaced. When a business closed, none took its place and as time went on it became apparent that the town was slowly dying and this realization sped the remainder of the people to abandon the town of Port Royal.

It was said by one of the old timers who knew the town in its latter days that it officially died on the evening of December 31, 1940 when Mr. Solon Carden closed and locked the door to the Post Office for the last time. Maybe so, maybe not, for there are some who believe there was no death of the town, only a gradual change over to a community.

Among the different industries in the Port Royal Community down through the years, we find there were some requiring from one to dozens of people. Although not all may have been in operation at the same time, there was always enough to keep the town humming.

Saw-mills, grist-mills, cotton gins, warehouses, inns, general stores, blacksmith shops, ferrys, cabinet shops, broom factories, shoemakers, harness shops, brick kilns, lime kilns, and tanyards just to name a few of the business places which required skilled labor. Then there was always a need for ministers, doctors, teachers and others of their own profession. Self-sufficient? Certainly, for most of what was brought in was more of a luxury than a necessity.

Now as we stand at the cross-roads on the bank of Red River, it takes a strong imagination to visualize what the town must have looked like in the old days of its glory.

So now the old Lodge Building stands at the base of the long rolling hill to the west and like a silent sentinel, watches over the old town site and the other two structures of the old days: the old General Store building, and the rusty steel bridge. Now, if you will, as a tribute to the early town of Port Royal, tell others that they too might come and walk and stand where history was made by a people who were proud to say when asked where they were from: "I'm from Port Royal!"

Apparently there were never any iron works in the Port Royal Community in the way of furnaces and forges even though the founder of the town, Samuel Wilcox, was from an iron making family originally from Wales. As Montgomery County was among the iron rich counties during the early times this may have been what prompted the Wilcox family to settle here, in hopes of carrying on their traditional trade. Since the rich ore banks were some sixteen to twenty miles southwest of the town and he already owned land here, he may have decided to just build a town instead of moving on to build and operate a furnace. So, Samuel Wilcox built himself a town, instead of a furnace.

PORT ROYAL GENERAL STORE

Just a short way north of the old town site stands the Port Royal General Store which was opened in 1976 by Bobby Evens of the Port Royal Community. This is the only business establishment within a four mile radius, the last one having closed in 1966.

The General Store is as near to a link between the past and the present

RED RIVER



as you will be able to find. Here you can find the services of our modern day convenience markets as well as having the feeling of walking into one of those old-time Cross-Roads Kingdoms of the early 1900s, the hub of all Middle Tennessee communities.

In those times these General Stores were the accepted location for obtaining the news of all local events and in many cases they served as a branch of the United States Post Office. If information was desired of any person, event, or place there was usually someone inside the store or on the porch, this depending upon the weather at the time, who would be glad to help you.

Checker games, horse shoe pitching, whittling or just plain old-time story telling was the accepted past time and telling jokes on themselves and their friends had developed into an art down through the years. All in all these were what you would call real, old time country people, a title they were proud of. These were a people not under the pressure of our modern times and were a direct link with the early days. Never too tired or in such a hurry that they didn't have time to help a neighbor and never too far behind with their work to lend a hand. You might find one of these rare old jewels around somewhere now and then, but you stand a better chance of meeting one of these subjects at the Port Royal General Store. Here, you just might be lucky enough to listen to an old timer's tales of Port Royal when it was a bustling town, passed on to him from his father and grandfather. This would most certainly be the highlight of your visit to the Port Royal Historic Area, but be careful! One story usually leads to another so you just might lose track of time and be late for supper.

Just looking at the waters of the Old Swimming Hole where the creek joins the river it is a little hard to realize the problems the two streams can create when conditions are right. According to a report of the U. S. Corps of Engineers, 1881, the combined waters of these had at times reached a height of 33½ feet above low water mark between Port Royal and the Cumberland River.

During the early days when the town was new, it was a common sight at certain seasons to see flat-boats loaded with farm produce floating down stream on a high rise to the Cumberland River. From here they would make their way to the Ohio, then to the Mississippi and on to the markets at Natchez and New Orleans. After disposing of their produce and the timbers the flat-boats were made of, these inland sailors would begin their long journey home over land on foot or horseback. The Natchez Trace was the most used route returning to Tennessee and was also the most dangerous one because of the thieves and robbers who frequented it. Many travelers who followed this route in either direction never reached their destination.

In March, 1879, steamboat service was established between Port Royal and Clarksville by the little steamer, the Matt Gracey. So between steamboats and better roads, flat-boating between the two towns just about came to an end. At one time during the 1870's there was talk by the Corps of Engineers of clearing Red River from the Cumberland up stream to Keokuk, Kentucky on the state line, a distance of sixty-three miles. As this never happened the thirty-eight miles between Port Royal and Clarksville was all that was ever used for steamboat service. Incidentally, the Corps of Engineers thought the stretch of river from Port Royal to the Cumberland would be too expensive to clear and the benefits derived from this would never justify the money spent. But the people wanted steamboat service so they cleared the stream between the two points during the winter of 1878-1879 themselves. On March 4, 1879, at 9:00 P.M. the Matt Gracey tied up at Port Royal on its maiden voyage up Red River, greeted by the cheers of the people of the community.

The date when steamboat service was abandoned is not known but it is a fact that the old town did have this service.

BRIDGES OVER RED RIVER

The covered bridge which spans Red River at Port Royal attracts far more attention than all other features at the old town site, even though it is the most recent structure built. The present bridge is only a replica of an earlier one which served at this same location for over fifty years before the modern concrete and steel span was erected in 1955. Many visitors to the old town site walk through this bridge, look out its windows and watch "Old Red" flow beneath and seem to see this as just an added attraction to another state park. Even though it may be only an attraction and subject to only foot traffic it also serves another purpose and that is as a link between the present and the past. And since that is what the Port Royal Historic Area is all about this does an outstanding job.

Now, as this is a link with the past, let's drop back in time and see how it all got started and look at some of the things that happened along the way.

The first permanent settlers moved into the vicinity of Red River and Sulphur Fork Creek sometime in the early 1780's and very likely used the same location to cross the river that the Indians had been using for many centuries. This was just below the mouth of the creek and was used during the early days to ford and ferry the river until the first bridge was built about the middle of the 19th century. After a very few years of service from this first bridge the people were compelled to return to this crossing and continue to use it for almost forty more years.

Not very much is known about the first bridge over the river at Port Royal but it is believed that plans were being made as early as 1855. The exact date it was built or what design was followed seems to have been lost over the years but we are told that by 1865 this was badly in need of repairs to a cost of \$500. The repairs were not made and in October, of the same year the metal used in this structure was sold for that amount and the remaining timbers were left standing at the mercy of the river. These went down in 1866, probably during the Great Flood of that year.

Back the people went to their fords and ferries over the river for the next 39 years. In 1890, the town fathers became interested in building another bridge over the river but it wasn't until 1903 that work on this project was actually under way. By early December of that year work had progressed to a point where the false supporting timbers were being removed and the workmen who were still on the bridge were told to

come down, just to be safe. The men elected to continue working and a few minutes later the 200 foot span and four people lay in the river bed. Fortunately Red River was running low at the time of the accident or the casualty list might have been much greater. Of the four who went down with the bridge only one person died, a young man who some say was not a workman but was only there watching. Of the three others who fell, two received broken bones and the fourth only slight injuries and just might have walked away from the wreckage. This disaster occurred December 7, 1903.

So went the hopes and dreams of a new bridge over Red River. But all wasn't lost even though this \$5,000 undertaking lay splintered in the river bed. The contractor, J. C. McMillan, informed the people that another bridge would be built and by the end of 1904 a new span costing \$7,687.25 was finished and traffic was moving smoothly over the river. This time a center pier had been added and the stone work raised several feet higher on the first two. The sides of the bridge were enclosed and a metal roof was added and, with the lead-ramps at both ends, Port Royal then had a bridge which was to be a landmark down through the years.



PORT ROYAL COVERED BRIDGE 1904

With a minimum amount of repairs the bridge served faithfully until the W. D. (Pete) Hudson bridge was finished in 1955. At that time all traffic was rerouted over this new concrete and steel span and the old covered bridge was left to the mercy of the elements and vandals. For seventeen more years it stood, all the while becoming weaker and more dilapidated, until finally on the night of April 13, 1972, at 2:00 a.m., the north section gave up after sixty-eight years and crashed to the river bed. Twenty-four hours later the second half joined the first and Port Royal's famous land-mark was gone. Time moved on and the three stone piers stood as lonely sentries guarding the place where the old bridge died.

During the mid 1970's Montgomery County purchased approximately 27 acres of land, some on both sides of the river and west of the creek. This took in most of the original early town site and the two buildings which were built in the last half of the 1800's and all was deeded over to the State of Tennessee by the end of 1977. Work began and in October 1978 the Port Royal Historic Area was dedicated and opened to the public. The town now has its fourth bridge over the river and its second one which was covered. According to a survey of the late 1960's the one which fell in 1972 was one of the six remaining bridges of this kind in the state. But some changes had occurred between the old and the new. A height of six feet was added to the piers and the width had been decreased by several feet. Steel beams have been used throughout and asphalt shingles were used instead of metal but the greatest difference is in the cost; from a paltry \$7,687.25 to a staggering \$201,131.00.



PORT ROYAL COVERED BRIDGE 1978

BRIDGES OVER SULPHUR FORK CREEK

Since the subject is bridges and streams, let's take a look at some more problems the old town had with bridges. This time they were on Sulphur Fork Creek.

The first one was built in 1842 at a cost of \$3,000.00 to the local people. It is very likely that the planning of the Tennessee Manufacturing Silk Company and Agricultural School just up the river caused this first bridge at Port Royal to be constructed. After serving only five years this was washed away and the people went back to their fording and ferrying of the creek.

Twelve years went by and it was decided to try again and this time the cost was \$5,000.00 which was paid in part by the local people and part by Montgomery County. Maybe the design and workmanship of this second bridge had improved for this one was in use for seven years before it was again washed away by the Great Flood of 1866.

Twenty-two years went by before the people had the courage to try for another bridge. By this time steel had become plentiful and was the going thing in bridge building. Also engineering in this type structure had come a long way and the two were combined in the third bridge to span Sulphur Fork Creek at Port Royal. The cost of this last bridge is not known but it seems that after almost a century of service every cent it cost was well spent.



SULPHUR FORK BRIDGE 1888

A few repairs and changes have been made over the years such as the wooden ramps and floor being replaced with asphalt and concrete. Maybe there were a few other minor repairs here and there but the old bridge still stands after all the floods the old creek could bring its way. Oh, maybe it's a little rusty here and there and needs a good coat of paint from top to bottom but it stands here now just as proud and as majestic as it did that day in 1888 when the first wagon or buggy rattled across its wooden floor.

SILK MILL

Not far up river from Sulphur Fork Creek is a spot where you can still see the remains of an old mill dam in the channel of Red River. This is part of the remains of what was to have been the Tennessee Manufacturing Silk Company and Agricultural School, the pride and joy of Port Royal and the envy of nearby towns.

On February 1, 1842, a charter was granted by the State to this new company, stock was sold, work on the mill began and things moved in the direction of greater prosperity for the town and community. Mulberry trees to feed the silk worms were planted by the thousands over the countryside. The dam and mill began to take shape and prompted the building of the first bridge known to span the creek at the east end of the town. Evidently the making of silk wasn't something entirely new to these people for there is reason to believe that somewhere around Port Royal a factory had been operating with used silk machinery brought from the Shaker Settlement in southern Kentucky.

The town of Clarksville at the mouth of Red River was so envious of Port Royal because of its planned enterprise that it tried to have the Corps of Engineers declare the little river unfit for navigation. This would have stopped the silk making business cold if it had succeeded. However this action wasn't necessary because one of the officials of this new enterprise, Mr. A. D. Carden, took the money given him to purchase new machinery for the mill, started for England and this was the last time he or the money were ever seen or heard from.

Naturally it was assumed that Carden had taken the money and headed for parts unknown to enjoy his new found wealth but to give the devil his due, it just might not have been that way at all. He may have never

reached the other side of Robertson County on his way east for those were the days when Highwaymen were plentiful, cunning and ruthless and thought nothing of taking a human life. So it just might have been that Mr. Carden filled a shallow, unmarked grave somewhere along his route to Europe.

After the loss of the money intended for the machinery for the Tennessee Manufacturing Silk Company the building was completed and used many years for other purposes.

MASONIC ORDERS IN PORT ROYAL

According to Goodspeed's History of Tennessee, the Rhea Lodge was the first Masonic Order at Port Royal and this could have well been the first in the state also. Having been organized in 1812, the name was changed to Western Star Lodge after five years and moved to Springfield. It was over forty years before the town had another Masonic Order.

Records in the secretary's office of the Grand Lodge in Nashville show the Hampton Lodge to have been organized at Preacher's Mill in Robertson County, 1856. Two years later this consolidated with the Turnersville Lodge, retaining its name but taking on the number of the latter. It was probably at this time that plans were being made for the new home of Hampton Lodge #137 at Port Royal.



HAMPTON MASONIC LODGE BUILDING 1859

The new Lodge Building was finished in 1859 and is believed to have been dedicated in late July of that year. For over three score years this was the home of Hampton Lodge #137 and then in 1921 it consolidated with the Red River Lodge #537 at Adams. Port Royal has been without a Masonic Order since.

After the move to Adams had been made, the Lodge Building was sold to Mr. Solon Carden for \$300, what today seems like a ridiculously low price for a well cared for and sound two story brick building such as this. Down through the years many stores and offices operated from here and this is where the Post Office was located when it was discontinued in 1940, after 138 years of service to the community. The last business to operate from here was a General Store run by Mr. Carden, which closed in 1966. The old building then stood empty for the next twenty-two years, neglected, unkept and at the mercy of vandals and the elements.

After the old building was bought and turned over to the state, a project to restore and remodel began and at the present time a part of this is still under way. The upper floor has been turned into office and quarters for the resident Park Ranger and plans to restore the old General Store have been started. When this is finished and opened, it will give the Covered Bridge a lot of competition for first place as an attraction.

Like most really old buildings scattered over the State, the old Lodge Building is said to have its own private ghost. As is usually the procedure in cases of this kind, this unwelcome occupant makes its presence known by knocks, rattles and bumps and sometimes with a feeling that someone or something, although unseen, is near. Some have claimed to have witnessed a lone light moving about inside a night while it was unoccupied as if someone were carrying an old time coal oil lamp. One motorist, a little braver than most, passing on a moonlit night stated he saw someone rocking merrily away in a high back rocking chair in the shadows on the porch. After stopping and backing up for a second look he could see nothing which even resembled a person or a rocking chair. In fact, he stated there was nothing at all on the porch.



MALLORY'S GENERAL STORE

Mallory's General Store was built not long after the Civil War had ended and over the years has served a variety of enterprises. At one time it was used as a dance school which was taught by a Captain Sercey and its last known use was as a dwelling.

Some of the larger timbers beneath the floor appear to have been used before and it is wondered if perhaps these were salvaged from the old Inn which is known to have stood on or near this spot in 1820.

It was at this early Inn that several of the local people waited up through the night of December 20, 1820, for Dr. Hopson to return from the John Bell home only seven miles from Port Royal where he had been called by the family. Bell had been ill for quite some time and had just taken a turn for the worse and was not expected to live through the night. This was the same John Bell and family who had been pestered by that strange phenomenon known as "Kate", or the Bell Witch, for the past few years and who had taken an unusual dislike to this old gentleman. It is said that she had made the remark that she would kill "Old Jack", (John Bell, Sr.) before she left and the people were anxious to hear from Dr. Hopson if she had carried out her threat and if so, just exactly what happened.

According to legend, Bell died that night and "Kate" was right there taking full credit for having killed him. As proof of this, she claimed to have given him a large dose from a bottle which had mysteriously found its way into the cupboard where his medicine had been kept. In the course of examining the contents of this, a cat was caught and after a broom-straw had been dipped in the liquid it was wiped over its tongue. Almost instantly and after a few convulsions the cat fell over dead. The remaining contents and the bottle were thrown into the fire-place and caused a blue flame to roar up the chimney.

True, John Bell was well along in years but did "Kate" really carry out her threat or did the old gentleman die of natural causes?

This is left for you to decide.



RED RIVER BAPTIST CHURCH

The little town of Adams has the honor of having the oldest church in Middle Tennessee, the Red River Baptist Church. Although it has been well over a century at this location it is originally from Port Royal. It was organized July 25, 1791, and made its debut with only twelve members and no regular meeting place. This presented no problem however since services were held on a rotating basis with the congregation meeting at a different member's home each time. This arrangement lasted for

about two years and then a building of their own was erected at Prince's Spring which was of course called Prince's Meeting House. After eight years at this location a move was made up Red River to what was then called Fort's Meeting House and after remaining at or near this location for the next sixty-eight years, another move was made and this time to the little town of Adams.

The Red River Baptist Church is still going strong and is looking forward to its 200th birthday not too far in the future. This is just another example of how the people of Port Royal built things that would last for a long, long time.

Other churches sprang up in the Port Royal vicinity and among these were the Red River Methodist Church, the Harmony Baptist Church, the Olivet Free Will Baptist Church and the Mt. Zion Baptist Church. Others may have been organized in the vicinity of which we have no records but all played an important part in building Port Royal into a Christian Community.

Some historians give credit to the Red River Baptist Church for being the place where the strange phenomenon known as the "Jerks" began in 1799. (For a full account of these strange bodily agitations, see "Early Times in Middle Tennessee", by John Carr, 1857.) From here these strange contortions spread in all directions and reached their peak some four years later. After a certain Presbyterian minister spoke out strongly against these "un-Godly actions" at a camp meeting near Parish, Kentucky, in 1803, the Jerks declined rapidly and were soon a thing of the past. This was also the year in which the Great Revival ended. Could this minister also have brought to an end the greatest religious movement in our history?

The Great Revival was a mighty religious awakening which brought about the large Camp Meetings of Southern Kentucky and Middle Tennessee, from 1799 to 1803. People came from as much as one hundred miles or more and all denominations joined together regardless of their doctrine and all worked for a common cause, the salvation of souls. It was said that on many occasions hundreds of sinners could be found on their knees, praying to God through His Son, Jesus Christ, for the salvation of their souls during these meetings.

An interesting thing about the early Methodist Church in those days was when one of their Circuit Riders reached a place where a church could be established, he was allowed to settle there, start a church, and carry on his ministry from a permanent location. And so it was with a certain Jonathan Stephenson who reached the little settlement at the junction of Sulphur Fork and Red River about the time or just before the town came into existence. Stephenson became one of the first five Commissioners here and was also the second Post Master, serving from April 1, 1805 until October 1, 1808.

Churches from miles away would sometimes gather at the Old Swimming Hole in Red River at Port Royal to carry out the solemn ritual of baptism of their new converts and members. These were very sacred events and even those of the rougher elements would stand silently and respectfully by while they were performed.

The slow moving waters over the sloping gravel-bar near the river bank made an ideal setting for this ritual and many people left Red River with a different and brighter outlook on life.

It would have been a wonderful sight to have stood along these banks during the days of the Great Revival and witnessed these scenes.



SULPHUR FORK CREEK JOINS RED RIVER

DID PORT ROYAL HAVE A JAIL?

Did the early town of Port Royal have a jail? Probably not, for no record of one has yet been found. Anyway, it's not very likely the citizens went to the expense and trouble to pamper the criminals of their time as we do today. It seems that instead of having a jail house they had devised a method of administering punishment to the guilty which was swift, sure and maybe sometimes permanent and the results were quite startling when compared to our present ways.

An excellent example of this early brand of justice and its long lasting effects was illustrated around 1820 when the country side became infested with robbers and horse thieves. It had reached a point where a man was unable to keep a good horse and in those times a man's horse was as indispensable as his gun or farming tools.

After seeing the local law was unable to cope with the situation, the concerned citizens took a hand in the matter and formed a Vigilance Committee to bring this depredation to an end. In a very short while, the two leaders of the band of thieves were captured and justice moved swiftly. Tried, found guilty, and sentenced without delay, the two were led to a secluded spot in a wooded area and strung side by side from the limb of a tree by their arms to receive their punishment. Stripped of most of their clothes, tough beech and hickory switches were applied from head to foot in a most convincing manner which brought long lasting results. After being released the two were warned if they were found in the country after three days they would be hung by the neck instead of the arms. Evidently the two were taking no chances for well within the time limit they were said to have made some foot prints upon the west bank of the Mississippi River.

Both men were of prominent families and one lived just down river from the town. The Vigilance Committee's brand of punishment was long lasting and both men were known in later years for their honesty and hard work although neither returned to Tennessee to live.

This is just a typical example of the way things were handled at Port Royal in the early days and it's easy to see how a jail would have been just another encouragement to the criminal instead of a deterrent.

Note: Harriet Parks Miller, in her story "The Bell Witch of Tennessee" gives Kate, the Bell Witch, credit for revealing the identity of the horse thieves to the Vigilance Committee.



MARK SWANN

Park Ranger, Mark Swann, came to the Port Royal Historic Area in 1979 and now seems as much a part of the place as if he had been born and lived here all his life.

After visiting the Area, talking with Mark and learning of his many interests, his love for the old town, the out-of-doors, and nature in general, it is no wonder one comes away feeling they are also a part of the Port Royal Historic Area and not just a visitor or a tolerated intruder on state owned property.



KY
TENN



POINTS OF INTEREST

- (1) Red Clay Council Grounds & Springs
- (2) Nancy Ward Grave Site
- (3) Old Fort Mear
- (4) Healy's House
- (5) Ruffin's Store
- (6) Healy's Creek Mission
- (7) Blythe's Ferry
- (8) Hiwassee Island
- ▲ (9) Hiwassee Garrison/R.J. Meigs Grave
- (10) Morgan Springs, Ancient Salt Lick, Kluka Road
- (11) Sequachee River Campsite
- (12) Fall Creek Falls State Park, Black Fox Hiking Trail
- (13) Cumberland Caverns Nature Trail, Shells Ford, Cardwell Mountain Hiking Trail
- (14) Readyville, Old Village and Mill
- ▲ (15) Old Readyville-Murfreesboro Road, Pilots Knob Hiking Trail
- (16) Double Springs Campsite
- (17) Murfreesboro Bike Trail Hiking Trail
- (18) Overhill Creek Campsite
- (19) Percy Priest, Rutherford County Hiking Trail, Public Access Points
- (20) Cedars of Lebanon State Park & State Forest
- (21) The Heritage
- (22) Halfway House, Harmony Church, Norfolk Mill
- ▲ (23) Port Royal, Old Roadbed, Covered Bridge, Campsite, Port Royal Mill Site
- (24) Gray's (Stagecoach) Inn

Original Route (thick black line)
Recommended Route (solid line)
Alternate Route (dashed line)
 ● Open to the Public
 ○ Privately Owned - Not Open to Public
 ▲ To Be Developed



State Historic Route

The Trail of Tears

TENN
ALA

TENN
GA

THE TRAIL OF TEARS

A Brief History

The Cherokees lived in the Southeast for hundreds of years before the coming of white settlers. They raised crops and livestock and lived in harmony with their land. Little did they realize that with the coming of the settlers, came a greediness that would eventually take precedence over the lives of their people. The expansion of white settlement methodically eroded the Cherokees' land base.

In 1828, the Georgia legislature passed an act that denied the Indians practically all legal rights in that state and also divided their land for occupancy by the citizens of Georgia. Through increasing and unceasing pressure, many Cherokees were induced to go peacefully to the Western land that had been set aside for them. Most migrated across the border to Tennessee in the Hiwassee Valley to escape cruelty and abuse; however, their stay was short-lived. In December of 1835, a treaty was signed which sealed the Cherokee's doom by allowing all the Cherokee land west of the Mississippi River to be ceded to the United States. The Cherokee majority resisted migration for the next three years until the Summer of 1838, when forced removal became inevitable. That summer, Army forces (under the command of General Winfield Scott) convened in the Cherokee Nation to round up the Eastern Cherokee and begin the process of removal. Approximately 13,000 were herded into the crowded stockades to await their assigned detachment to the west. John Ross, Chief of the Cherokee Nation, was appointed the superintendent of the removal. Thirteen separate detachments were organized and each group was assigned two Cherokee officers to take charge of the overland journey.

Finally in early Fall of 1838, the first detachment left the camp at Rattlesnake Springs to begin the long journey to their new western home. They traveled along the Hiwassee River until they crossed the Tennessee River. Saddened and weary, they trudged on across Walden's Ridge and then on to McMinnville and Nashville. Passing through Hopkinsville, Kentucky, southern Illinois and southern Missouri, the Cherokee finally reached their destination in Oklahoma.

The Historic Route

The Trail of Tears Historic Route commemorates the flight of these 13,000 Cherokees through Tennessee.

Originally conceived as a component of the State Scenic Trail System the Route follows the original overland route very closely. This temporary map with historical and cultural points of interest and major recreation areas will serve until a complete self-guiding interpretive booklet is completed.

The areas and sites are keyed according to their level of development and accessibility to the public. Some alternate routes are included which serve to broaden the interpretive and recreational opportunities. Full development of the Trail of Tears Historic Route is planned to coincide with the completion of Red Clay Archeological Area in the Fall of 1979.



The Trail of Tears

State Historic Route

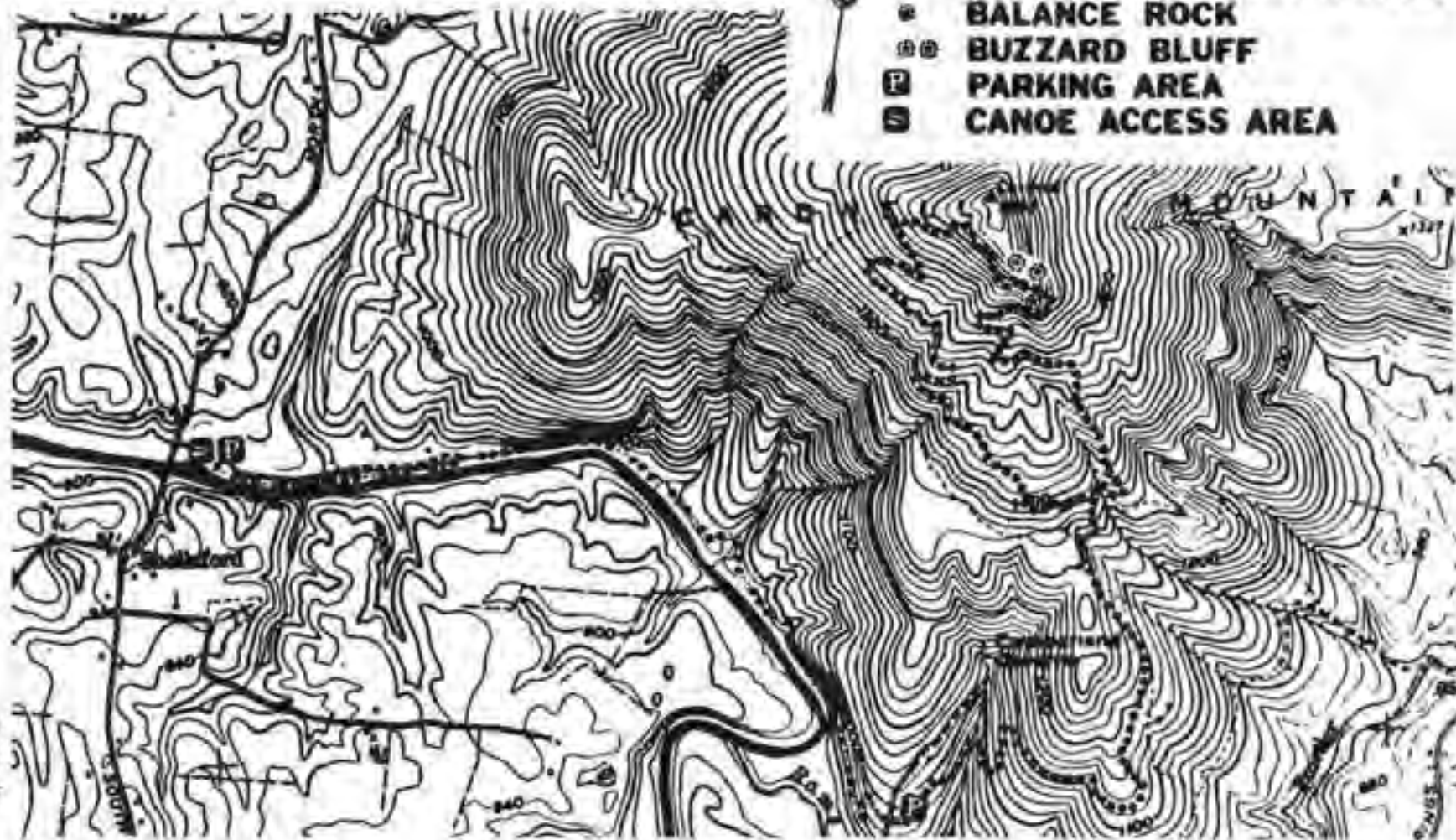


TRAIL OF TEARS CARDWELL MOUNTAIN

LEGEND



- COLLINS RIVER-SHELLSFORD TRAIL
- CARDWELL MOUNTAIN TRAIL
- ⊙ BALANCE ROCK
- ⊙⊙ BUZZARD BLUFF
- Ⓟ PARKING AREA
- Ⓢ CANOE ACCESS AREA



1957 M.F.

TRAIL OF TEARS

CARDWELL MOUNTAIN - SHELLSFORD

As the Cherokee's travelled through the McMinnville area, several detachments were noted to have camped at three different localities, Martin's Ford, Shellsford and between Crisp Springs and the Old Saultyville Road. More importance was given to the Shellsford area due to its historical significance from the early settlement days and to Mill that was also located at the ford.

Shellsford received its name from James Shell, an early settler of the 1800's, who established a gristmill on the Collins River near Shellsford. Christian Shell, believed to be James son, also lived nearby where he assisted in the operation of the mill and he also established a tavern nearby. The Shell tavern was thought to be the earliest tavern on record in Warren County.

When the Cherokee's camped at Shellsford, the Reverend Jesse Bushyhead, one of the leaders of a detachment, held a worship service for the detachment and for members of the community. A council was held in which a message to Chief John Ross was sent requesting the claims for losses be delayed until every Cherokee with a claim could be present or represented.

Several detachments stayed a few days in the Shellsford area to rest, care for their sick and to utilize the water mill for grinding of their corn. The ruins of the mill can be seen today on the south side of the Collins River facing upstream from the Shellsford Bridge. An alternate route is to follow the trail along the Collins River which follows portions of the original roadbed and leads to the Shellsford Canoe Access Area.

Located near the Shellsford Bridge just south of the Collins River is the Shellsford Baptist Church and Cemetery. It was established in 1816 with the congregation using a brush arbor, and is noted for being the oldest active congregation in Warren County. Originally called the Buck Springs Church, Shellsford evolved from a split-log structure to a modern brick building. The cemetery bears the stones of more than 500 graves some of which were the resting places for the weary bodies of the Cherokees who suffered and died on the "Trail of Tears".

Cardwell Mountain received its name from Francis Cardwell who immigrated to Tennessee in 1808 and settled in Warren County. He was a farmer by occupation and his son H.J. Cardwell inherited the land after his father died in 1844. He continued to farm the land and started raising apples and put in several orchards on the slopes of Cardwell Mountain, one of which is still in production today on the north side of the mountain.

Cardwell Mountain is an outlier of the Cumberland Plateau and is capped with a Pennsylvanian sandstone. This sandstone cap produces the bluffs and unusual rock formations located near the top of the mountain. Underlying the caprock is Mississippian limestone which has been sculptured primarily by water and has formed the caves, sinkholes and springs found on the sides of the mountain. An uncommon layer of sandstone is found at the 1200' elev. and it forms the flat areas found approximately halfway up the sides of the mountain.

Cumberland Caverns is the combination of two caves, Higgenbotham and Henshaw, and the passageway linking the two caves was discovered in 1953. Higgenbotham Cave was discovered in 1810 and named after Aaron Higgenbotham the man who bought the land around the cave. Henshaw Cave was mined for nitrate during the Civil War and there are still the remains of two vats used in the process near the present entrance of the Caverns. The Caverns opened commercially in 1956 and there are now 32 miles of surveyed passages.

RULES AND REGULATIONS

The Cardwell Mountain trail is for day use only. NO camping is permitted on or near the trail. No fires are permitted on the trail.

Cardwell Mountain is dry. Thus, it is recommended that hikers carry some water. Any water found on the mountain should be treated chemically or by boiling before drinking.

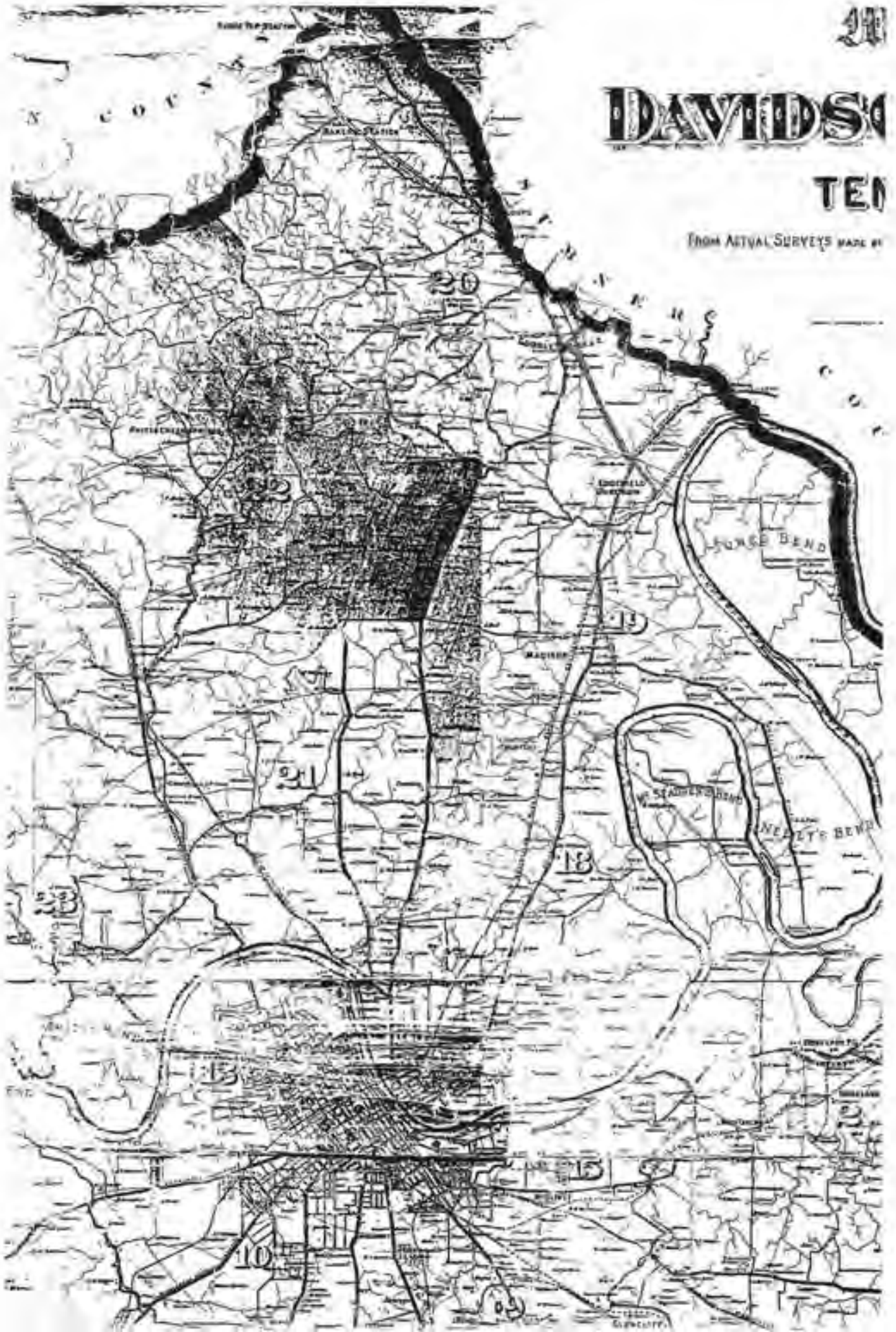
The Cardwell Mountain trail crosses over private property so help us protect this land by staying on the trail. Your cooperation will ensure that the trail will remain open.

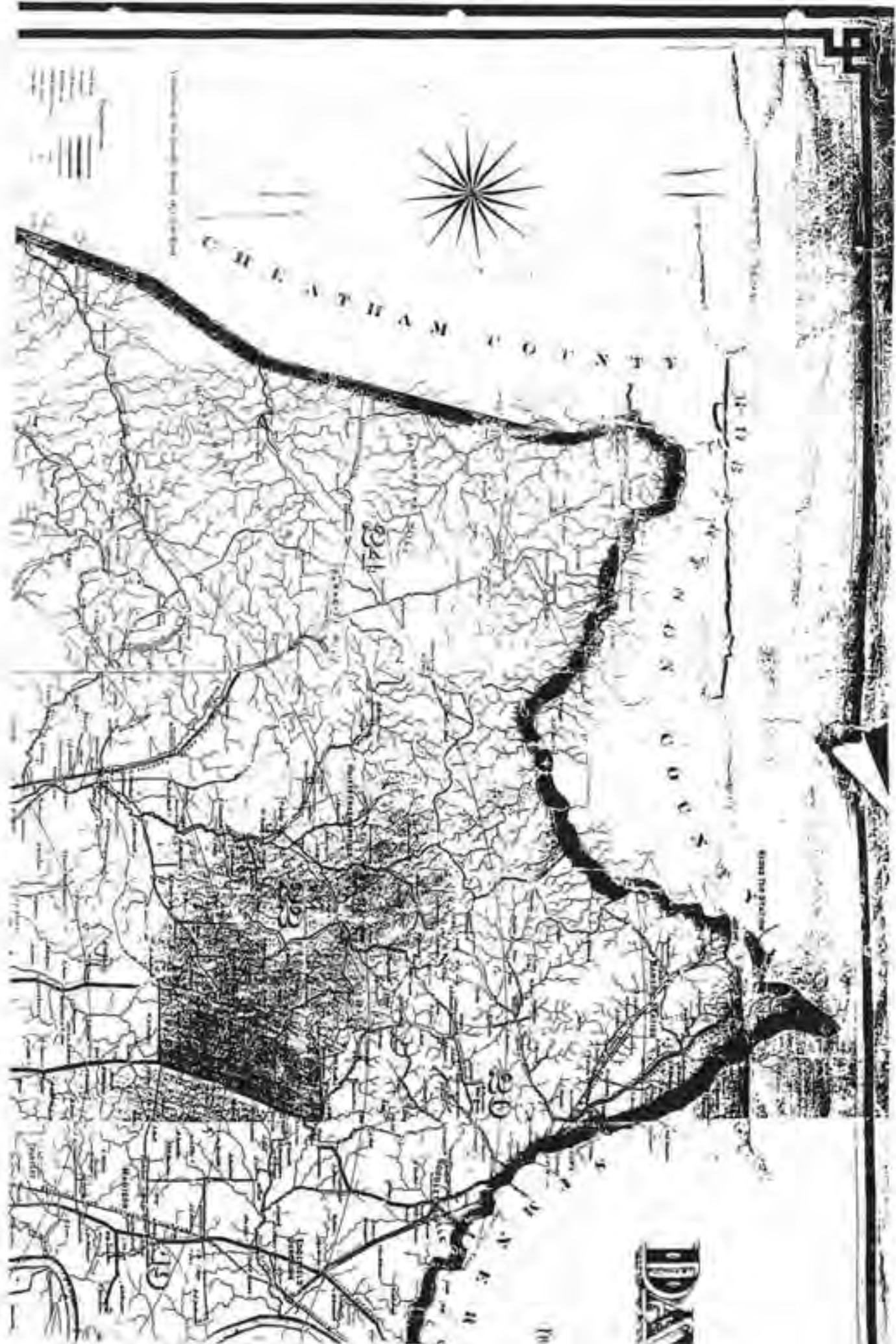


DAVIDSON

TEN

FROM ACTUAL SURVEYS MADE BY





G R E A T B R I T A I N

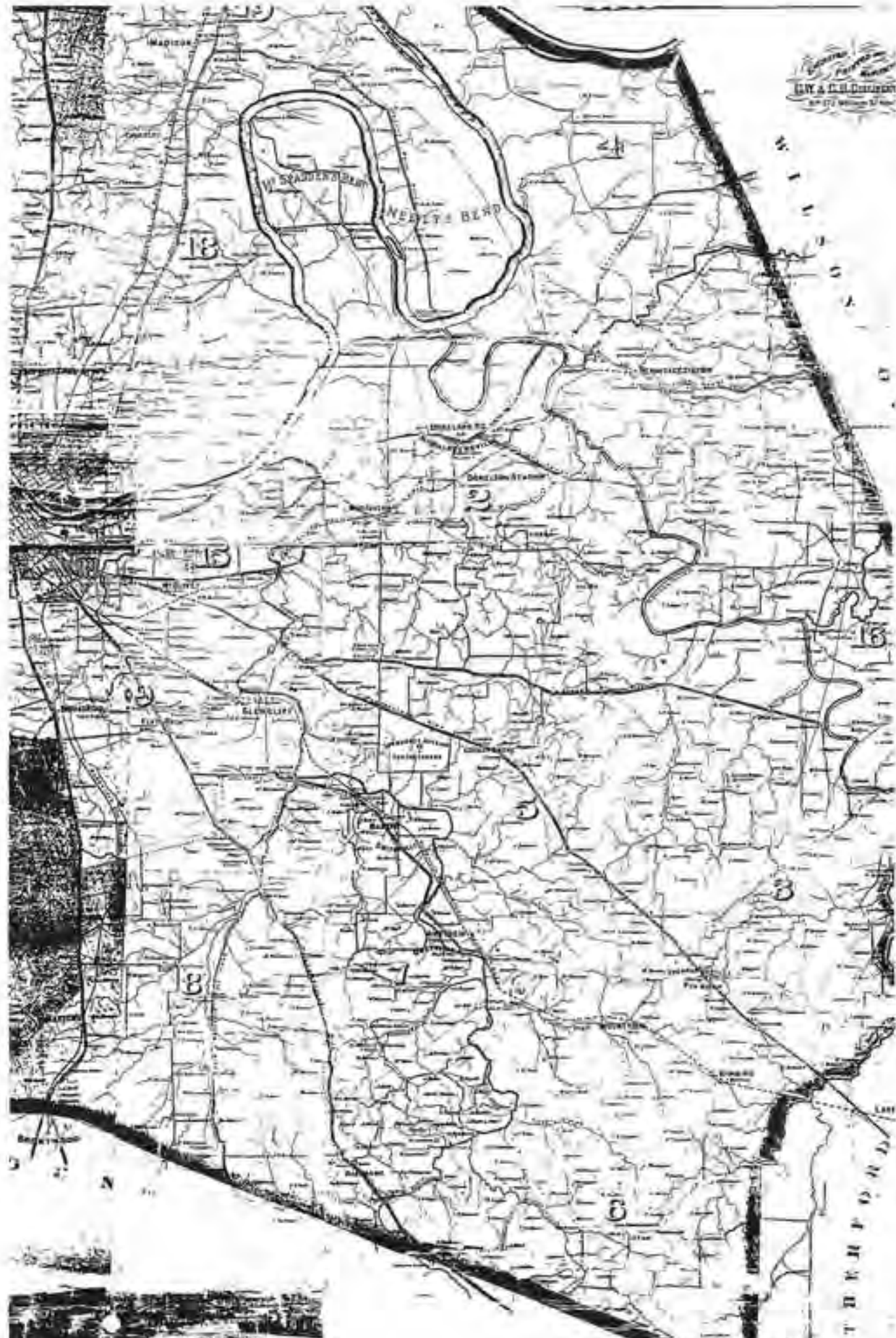


Scale of Miles
Scale of Furlongs

Scale of Furlongs

Scale of Furlongs

W. DAN



THE H U D S O N

in the political questions of the day. They announced on the occasion—which we shall publish on Wednesday, will speak their indignation against the abuse of our rulers, and their fixed determination to sustain the principles of the Whig party.

127 We have not time today to do the occasion half justice. We have a budget of good news which will make the hearts of our Whig friends glad for a month to come. After presenting on Wednesday, a sketch of the proceedings at Falmouth, we shall tell them of a few mulchering signs discovered by the way-side—of the unshaken firmness of old Williamson—of the prospect in Manry, and of the probable extirpation, in August next, of Louis Eviot's in Mr. Falk's entire district. Nor shall we withhold an anecdote or two of the demerit of the 10th Speaker, his "kiss" and understrikes at Columbia, on the appearance of Mr. Bell. It was a sad time with them indeed, and nothing, we apprehend, but the accidental illness of our distinguished representative, prevented some still sadder "instantaneous" scenes.

P. S. Our "Shotland Fanny" was well kept, taking the law of the Democrats (with a jelly). The great appearance and "wild confusion" of the thing proved the pity.

FROM KNOXVILLE.

The Register of Wednesday has been received. No abatement of the fever, but on the contrary, the city generally have been devoted to its ravages. The Ordinary report of last week contains the names of a number of the oldest and most influential citizens of the place. The recent deaths are the following: Capt. John Cramer, Post Master, Dr. William K. Trigg, Mrs. Calvin Morgan, John C. McCampbell, three children of David L. Hope, Mrs. Elizabeth Chambers, Sam'l K. Dunn, (aged 18,) infant son of Gen. C. Orives, infant son of T. H. Miles, John Tinley, Mrs. Bartholomew Andrew Seibert.

CHEROKEE EMIGRATION.

There seems to be but little doubt that General Scott's arrangement with John Ross will be carried into complete operation, notwithstanding the clamor raised against Ross and his friends by speculators and others interested in the removal of the Indians under Government contract. On the 20th and 21st two parties of 1000 or 1200 each started by land, under the Ross contract, but were compelled to halt at Myrtle's ferry on the Tennessee, to wait for rain, the drought being so great as to endanger the safety of the emigrants. The arrangement with Ross, (we learn from a correspondent of the Knoxville Register,) was as follows: Under the stipulations of the War Department, published in June last, Gen. Scott has committed the operation of emigrating the great body of the remaining Cherokee, to the delegation of which Mr. John Ross is the chief, to be commenced between the 1st inst. and the 20th of October; by land, unless the rivers should fortunately rise to the mean time. Many wealthy families, of both parties, will draw the commutation money allowed by the treaty and emigrate themselves independently and singly.

The Ross party will be embarked, on the route by contract, made by the delegation. Much objection has been heard against that contract, on the ground of the possible sickness arising in the contractors; but the general drought will doubtless so raise the price of provisions, that Ross is as likely to swell as profit.

occurred in our day, while some of our citizens were there a week ago. This we know to be exaggerated and the following from Thursday's Journal confirms it.

128 There has been this season an unusual number of fevers in Louisville, but they have riddled with unusual severity in some cases. We know of but one or two cases that have resulted in death. Instead of taking of the patient in one or two days (as the Cox, Whig says) they have generally cured in about that time.

MR. PRENTISS OF MISSISSIPPI.

We learn from the N. Orleans Bulletin of Thursday, that the Hon. S. S. Prentiss of Miss., arrived in that city the day before, on the packet ship Yates from N. York. So soon as his arrival was known (says the Bulletin) a committee of gentlemen, appointed for the occasion, waited on him, to tender the hospitality of the city. He expressed himself highly gratified with the honors thus paid him, and stated his regret that his hasty departure for Mississippi, where business of an urgent nature required his presence, prevented his attendance at a public dinner. He put up, during his stay, at the St. Charles Exchange, where he dined in company with the committee who waited on him, and a number of invited guests. A complimentary address from Judge Jackson, one of the committee, drew out Mr. Prentiss in reply. He addressed the company for about two hours, and closed with some high compliments to the city and the following toast: "Louisiana and Mississippi—united in interest, may they be united in feeling."

129 The Mayor of Charleston has lately acknowledged the receipt of \$500 from this city for the benefit of the sufferers by the great fire.

Mr. William Beake of the house of Hart & Co., was found drowned in the river Thames at London on the 3d August, and from the result of a coroner's inquest, strong suspicions are entertained that he came to his death by unfair means.

The Whig State Convention of New York at Utica have nominated the Hon. William H. Sewall of Cayuga, for Governor. Mr. Seward, Mr. Bradish, and Mr. Orange were put in nomination. The first nominees received a majority on first ballot. For Lieut. Governor, Mr. Bradish will probably receive the nomination, though the convention had not taken the vote at the last adjournment.

The State Lock Free Convention at Herkimer, have nominated Marx and Tracy for re-election to the same office.

The Marchioness of Carmarthen (formerly Miss Cates of Baltimore) will become the Duchess of Leeds by the recent death of the Duke of Leeds in England.

Mr. Knicker of Baltimore, the popular author of "Swallow Barn" and "Horse Shoe Robinson," has in press a new novel, entitled "Mal of the Bowl."

The yellow fever has made its appearance in New Orleans and in Mobile; but few cases as yet are reported in either city. The N. O. papers give it as the hope of the city or possibility of the place that the disease this year will not become an epidemic. No later news from Charleston.

systems. It was now about half past 20 o'clock, P. M., and at the request of Coxe, Mr. Marrett went with him to the house of Mr. Lowndes, Liberty street, where \$2,000 more of the money was paid over. Coxe was then suffered to depart. He next day went before the Police, about 1 o'clock, but for the want of sufficient information, the further examination of the man was deferred. The officers have recovered in all 6,363 of the stolen money. The Man "Tom" has not been found.

The competition between the two stage lines running from Lexington to Mayaville Ky, is now carried to a shameful extent not only endangering the lives of passengers, but threatening the peace of the two cities. A few days ago, a number of the drivers on the old and opposition line met in the stable array of Kiser's Hotel, Lexington, and during the contest (conducted with pistols, knives &c.) one of the number by the name Craster was shot in the head, and immediately expired. On Saturday week the two lines came in contact at Morglands tavern near Lexington and by the rebellion one of the stages (full of passengers) was upset. Mr. G. F. Richardson had his eye knocked out, one lady was seriously injured and the other passengers more or less hurt.

130 AND STARRING IN NEW YORK.—The New York Times says that a Mr. Higbee was walking in Broadway on Sunday night when he encountered some fellows talking about murdering somebody. He stepped up to them and asked them what he meant, and received in return a blow which laid him senseless upon the pavement. The two men then fled to Sullivan's porter house, Exchange Place. The watchmen were soon upon their heels, but found the door barred against them. They effected an entrance; however, and McGrath, the name of the man who knocked down Mr. Higbee, met them at the foot of the first flight of stairs with a stick in one hand and a sword cane stick in the other; and threatened the life of any who should approach him. He cut and slashed about so desperately that he kept the watchmen at bay, and finally drove them out of the house. They succeeded at last in arresting him, but not until one of them had been stabbed slightly in the breast. He was committed, together with the keeper of the house, for aiding and abetting him.

The Paris correspondent of the N. York Courier, writing under date of 1st August, says, "the harvest in France is good so far as it has gone, and we have hopes that the remainder of it will prove equally so."

A letter from Havre, of 2d August, in the Editor of the Courier, communicates the fact of an interesting discovery. It says—"The Havre and Rouen papers of to-day contain the particulars of a discovery most interesting to the Antiquarian: in digging near the high altar of the Cathedral of Rouen, the tomb of Richard Coeur de Lion was laid open; the statue of the Monarch was found but slightly mutilated, and a leaden box enclosing his heart. The monument is to be repaired, and put up in the Lady's Chapel."

131 NEW PACKETS BETWEEN NEW YORK AND SAVANNAH.—The Savannah Georgian states that the merchants of that city, in conjunction with those of New York, are about to establish a new line of packets between the two places. The line will consist of six fast sailing, first rate Lermanshire ditto boys. It is to be called the Sabotier Line, to designate it from the Brig Linn already in vogue. When this line is put into operation which will be during the present season will be four lines of packers between New York and Savannah; viz the Sabotier, the Linn, the three four lines will be six-scientists, in all.

Wm. A. Hamilton Whig 9/13/1838

THE MURFREESBORO FESTIVAL.

The Murfreesboro Telegraph of Wednesday contains the interesting proceedings of the White Festival on the 7th ult. at length.

On the evening of Thursday last, says the Telegraph, "the fresh citizens of our county commenced coming in, until the streets were alive with men. At about ten o'clock, the procession was formed in front of Major Hanna's store, headed by a band of music, selected for the occasion, who marched to Sublett's inn, where they received the invited guests; the President of the day attending in their behalf of the people, a cordial reception, which was so cordially received by them."

At the grove near town where the barbecue was prepared, the immense committee was addressed by the Hon. E. H. Forrester in his usual popular style for an hour and a half, when the company repaired to the tables for dinner. The tables numbered upwards of one thousand plates, and were four times filled. After dinner Hon. Jew Bell spoke from three to four hours, in a style as convincing as it was eloquent and captivating.

The following regular sentiments were offered on the occasion.

REGULAR TOASTS.

1. The Presidency of the U. States.—By the F. Constitution it is an elective office.
2. The President of the U. States.—That he was elected to the office he now holds, is a sufficient answer to those who would shake him from his power, let him well succeed in his office.
3. Nullification and the Sub-Treasury.—An unnatural and absurd connection.
4. The Patrons of the Federal Executive.—In '24 and '26—the party now in power clamored for its establishment; now they debate as for asking it.
5. The Expenditures of the general government.—In '26 and '27, twelve millions was a successful expenditure, and retrenchment was the order of the day, now thirty millions are expended and we are told that it is not enough.
6. Tennessee and her Dissolves.—No individual who has been commander of the Federal army at Washington City, "in revolution, the State of Tennessee," can receive the suffrages of her citizens for any office.
7. Abolitionism and our Union.—He who advocates the former is traitor to the latter.
8. H. L. White.—The sturdy oak of the forest—Tennessee will never prove recalcitrant to him.
9. Our white delegates in the representative branch of Congress.—They have elected the character of Mr. Calhoun.
10. Hon. J. B. Fassett.—One of the representatives of our State.—The past services entitle him to our grateful remembrance.
11. Hon. Felix Peypoo.—When a citizen of our State we boasted of the man and though removed from among us a remembrance of his ability, his boldness and his honesty, remain as a legacy of wisdom might justly boast of such a citizen.
12. The Currency.—The Constitution declares that Congress shall regulate the currency, Mr. Van Buren declares that they have no power over it.
13. Washington, Jefferson and Madison.—They are the hearts of their countrymen.
14. Newton Cannon.—He has proved himself a consistent Statesman, and has heretofore filled the Executive Chair of Tennessee with dignity and ability. His will not abandon him in the approaching contest.
15. Hon. F. H. Foster.—The successor of Felix Grady.—His past history furnishes a sure guarantee that Executive duty will never induce him to disregard the known will of his constituents.
16. Hon. Terry H. Cabal.—When a youth, he obeyed and triumphed over adversity—when in

In the list of passengers by the Great Western at New York, we notice the names of Gen. James Hamilton and son of S. Carolina, who went out to the G. W. to negotiate for the S. Carolina bonds for rebuilding Charleston. Gen. H. was successful in his mission.

**(From the Hamilton Gazette.)
CHEROKEE EMIGRATION.**

We are sorry the continued suspension of emigration is likely to result in bad consequences. However necessary it may be, that the detachments should wait until it rains, that the Indians and stock may not suffer for water, it is of still greater importance they should reach their destination, before the inclement season sets in. It is now near the first of October, and it is estimated that it will take each detachment eighty or a hundred days, to perform the trip. This will throw them in the cold States, through which they must pass, in mid-winter. Their sufferings will be great. Half clad—hard-frozen and bare-headed, so most of them will be, they will be almost cut off, by the action of the keen winds, whistling through their thin garments, and cold snow falling upon their unprotected heads. The stout and athletic middle aged man, may withstand it with comparatively little oppression; but the aged, and little children, will fall before the pitiless peltings of the storm, like the leaves of autumn beneath the influence of the white frost.

It is a sad reflection that after the Cherokees have treated of their lands, because they were forced to do so, and their pockets rifed by unprincipled white men of their tribe, and their noble characters despoiled by long continued exposure to the wily intrigues of those who herd around them, that now they should be made to offer on their lives a sacrifice to a concurrence of circumstances, which have been brought about by the cupidity and cunning of some behind the screen white men. There are men who have promised a bounty to any man who terminates the emigration, who have and are doing all they can to prevent it. But our purpose is, that Scott and Ross, do not forward the efforts of those who would kill them, by immediately and vigorously counteracting the emigration. They have the means, and nothing can be gained by delay, but every thing is capable to be lost by unnecessary procrastination. The better the detachments should be on the road, now that the weather is pleasant, even though they have to take a pack horse with skins filled with water from one stream to another. Of course, we know less about the emigration than those who have charge of it, and therefore are bound to refrain from censuring. But there is a point in delay, beyond which reason, justice and humanity shudder. The most important principle, that will be not right. That point has nearly been, or is quite reached, and as a public journalist, we feel bound to ferret out the true cause and its connection with individuals, to lay before the proper authorities—the people. So far, then, as our feeble influence is worth attention, let the hind have a bearing in inducing every man to "put his house in order" before he shall be weighed in the scales of justice. The piercing rays of truth cannot be always thwarted, and the light they will throw upon error and corruption, will beat heavily upon those who are guilty.

**(From the Memphis Enquirer.)
TERRELL—MIL FOLK.**

It is publicly announced that Mr. Folk is to address the citizens of this county at Raleigh, on the 6th of October as the Democratic candidate for Governor of Tennessee. It may be surprising to very many who do not watch the maneuvers of wily political demagogues, that Mr. Folk should bring his seat in Congress and court as it were, before the people of Tennessee, in offering himself as a candidate for the Governor. We say something—padding defects, because Mr. Folk himself expects defeat. His vanity cannot possibly be outweighed by what is to persuade him with any chance of success, accepting by some

(From the Greenville Mountaineer.)
Greenville, Aug. 20, 1838.

Sir: In the course of my remarks on Tuesday last, I stated that the demand of public dues, in gold and silver only, had first been presented by Congress as a distinct and specific proposition, by Col. Benton. You interrupted me, and said that my statement was false, (and, I understand, added, that I knew it to be so.) This occurred at a dinner given to you, and I could, therefore, do no more than to say that such language was unprovoked, and that I could not and would not submit to it from any man. I had hoped that when the excitement of the moment had passed away, it would have been withdrawn. As it was not, I have an alternative left but to inquire of you whether you intended to use the language attributed to you, and whether or not I am to regard it as withdrawn or retained.

Very respectfully,
Your obedient servant,
W. THOMPSON, jr.

Four Hills, Sept. 2, 1838.

Sir: I received, yesterday, your note of the 30th of August.

You commence by giving your understanding of the occurrence on Tuesday last; to which your note refers, before you ask me the question which you desire an answer; and I shall in your example by giving mine before I answer.

After presenting my views to the audience against the union of the government and the States, I proceeded to reply to the objections which I had heard alleged from various quarters against the separation; and, among others, that the proposition to separate had originated with Col. Benton, and in what is called one of his speeches. This I directly contradicted, and asserted to be untrue, stating at the same time the facts on which I rested my assertion. This, in your reply, as I understand you, you positively denied, and asserted that to affirm all that had been said he was the author of that proposition, and to read a proposition that Col. Benton made in the Senate in 1823, for the separation. It was such a proposition as you give, may, when I talked you if you did not know that Gen. Gordon, of Va., had made a proposition in the House of Representatives for the separation in 1824, two years before Col. Benton had made his, and that Col. Baggett had suggested it before Gen. Gordon had made his proposition; and that I had, at a still earlier period, declared in my place in the Senate, that if no one else made the proposition, I would. In each of these questions you answered, yes, in succession, as I propounded them, on which I drew the inference I did, and which I reasonably followed under the impression that I was in truth with the knowledge of those facts, you had asserted that Col. Benton was the first to propose it, in other words that the proposition is separate, the government from the States, originated with him. But I now understand from your note, that in this I was mistaken, and that instead of the broad assertion I supposed, you made the more narrow one, "that the demand of the public dues in gold and silver had been first presented to Congress, as a distinct and specific proposition, by Colonel Benton."

It is not at all necessary, in reference to the point between us, to require what precise meaning you intended to attach to these words, or whether you are not mistaken; when taken even in its most restricted sense. It is sufficient to say, that the inference I drew and the expression to which you object, was drawn on the supposition that you had directly contradicted or qualified terms my assertion, that the proposition for the separation had not originated with Col. Benton, and of course the application is not applicable to the more restricted proposition, which I now understand that you had used.

Respectfully,
J. C. CALHOUN.
Hon. W. Thompson.

From our correspondence of the W. Tennessee, in the progress of which we will give a heart to this Supervisory report.

INTERESTING FROM THE CHEROKEE COUNCIL—JOURNEY OF THE INDIANS THROUGH TENNESSEE, SOUTH-EAST KENTUCKY, &c.

The Council of the Cherokee Indians, by their agent, was in relation to the Council, but good news in consequence of the drought, has now been announced and will be provided with good energy and dispatch and completed. The Council has just received, through a letter from Maj. Gen. Scott, intelligence of the sending of four detachments, for the West, three of which and four others yet to start, will pass through Nashville. The interest which will be excited by this, particularly do and near the line of march, by the passage of a large body of Indians through the country, induces several measures in laying the General's letter before the public, together with a copy of his instructions—some similar to the original agents.

HEAD QUARTERS, EASTERN DIVISION, Cherokee Agency, Oct. 6, 1838.

Sir—The long drought, which was not terminated, in this matter, until within a week, prevented the migration of the Cherokee from being renewed at the beginning of the last month, as I had anticipated. The weather, however, has been somewhat more this fall of rain, and will now be continued without interruption. One detachment is due here in march, from Fort Payne, in the Territory of Alabama, which will cross the Mountains at the Iron-Bridge, and has probably passed the Cumberland mountains, and on the same road—Walker's Ridge, and a fourth is following. The three latter, and about four more detachments, will proceed via Nashville, Greeneville, Capt. Gooden's and the ridge road of Missouri.

No military guard will accompany either of the detachments, as it is not deemed that the emigrants will conduct themselves as to the removal of emigrants on the route, and it gives me great pleasure to be able to say that, in all my transactions with their chiefs and head men, I have not had cause to suspect a single case of bad faith, I wish to observe, to some extent, cause the departure of the parties, to be watched, in order, if found necessary, to apply any corrective that may be in my power.

I enclose a copy of the circular, which I have addressed to the conductors of detachments.

I have the honor to remain, with high respect,
Your Excellency's most obedient servant,
WINEBURN SCOTT.

My Excellency,
N. GARRETT,
Gov. of Tennessee.

(CIRCULAR.)

HEAD QUARTERS, EASTERN DIVISION, Cherokee Agency, Oct. 4, 1838.

Sir—Writing in reply to a suggestion made to me by the War Department, that it might be desirable to send a report of soldiers with each detachment of Cherokee Emigrants, moving by land, I send to the Honorable Secretary, Aug. 18th, as follows:

These Agents (the Cherokee delegation) do not deem a military escort necessary for the protection of the emigrants on the route, nor do I. We are equally of the opinion that sympathy and kindness will be very generally shown to the emigrants by the Whites, throughout the movement, and the Indians are desirous to exhibit, in return, the orderly habits which their acquired civilization has conferred. The parties of about 1,000 each, will march without (or with but few) arms, under Indian conductors and sub-officers—all of intelligence and discretion, who are ready

Millsboro,	641	1,311
Hamilton,	125 maj.	2,070
St. John's,	207 do	
Talbot,	219	1,121
Washington,	1,100	2,220

The whole majority, and that of Worcester county—yet in less than 713. In 1836, Washington gave 713. It gives a majority of 21.

The Cincinnati Wing has received but one meeting a year, brought by a traveller from the East, of which's success by a majority of 200. We plan to receive upon it, whatever.

The Legislative returns are more favorable. The Whigs will have a majority in both houses, of 400 to 5 members.

OHIO.—The accounts from this State, though very partial as yet, wear an unfavorable aspect, and although the debt in Maryland you shall not be surprised in case of an insupportably close race between Vance and Stevens for Governor.

In Franklin county (embracing the city of Columbus) the Administration vote has increased 407 since 1836, and the Whig vote diminished. In Montgomery (Dayton) there is a reported majority of 231 for Stevens, whereas in 1836 Vance beat Baldwin 232. In Hamilton and Warren, an extraordinary, the Whigs have gained 227. Vance's whole majority in 1836 was 6,125. There are 72 counties in the State.

Greene, 1836	Vance (W.)	223 majority
Hamilton		223 majority
Franklin	2,115	1,671
Montgomery		223 maj.
Warren	1,000 maj.	

Greene, 1836	Vance (W.)	223	2,071
Hamilton	4,775	4,133	
Franklin	2,141	1,711	
Montgomery	2,100	2,161	
Warren	1,928	1,100	

Administration will gain in 4 counties—712.

The majority in Warren is estimated by the Cincinnati Wing at "over 1,000."

Congress.—Duncan (L. F.) is re-elected in the Cincinnati district by a majority of from 130 to 200. Ridgely (Whig.) leads his opponent in the Columbus district about 250 in Franklin county. Corwin (Whig.) re-elected in the Warren district, without opposition. The contest in the Cincinnati district was warm and closely contested, and it is creditable to the "Queen city" of the West, that the Whigs carried every ward by hand—4,000 majority. Foundation's majority in the city 1,257; Duncan's majority in the county about 1,450.

Legislature.—The Lusk Fugate carried their ticket in Hamilton by a majority of 230, the Whigs in Franklin by 230, and in Warren by a large majority.

PENNSYLVANIA.—Both parties claim the victory in the election for Inspectors, and the latter saying, "there is no talking who is to be Governor until the election is over," was never half so applicable as to the contest between Ritchie and Foster. The election took place on Tuesday and a few days more will settle the question.

ARKANSAS.—In this State the election took place on the 1st inst. Judge Cassin the Van Buren candidate for Congress has probably beaten Mr. Cummins, Whig, two or three thousand votes. The returns by yesterday's W. Dispatch, mail are partial.

In Polk county (L. Back.) Corwin's majority 180; Salter, Cross' majority 50; Johnson, Cross 111; Coltrived, Cross two to one; Independence, Cummins, maj. 100.

GEORGIA.—The State Rights ticket for Congress in Georgia is considered the Whig ticket, and has probably succeeded by small majority. The politics of the State are now so mixed up that it is hard to tell whether the Administration

FROM TENNESSEE.
A very interesting and important event occurred Wednesday, 17th inst., that the fever, as I deem, no longer prevalent in that city, I might or had rather had taken place during the night, in the fact that the steamer of the day had been exposed to the usual process for several months past, may be attributed to sickness that still lingers and the cases the disease has developed from the water contracted during the height of the epidemic.

The Register announces the death of Hamilton, John D. Anthony, William H. Apple, Nichols, Col. W. S. Howell, Anderson, George C. Greaves, George Harriet, first child of W. C. Harriet.

STEAM BOAT DISASTERS.

The *General* and *Car*, two new ones belonging to St. Louis, were recently at Newbern's wharf in the Mississippi at the same wharf or pier that sunk the *India* or two since. The *Dodge* was bound down with lead, containing the bag, and it broke in two and will probably be lost. The *Car* was bound upon other packing was raised without material damage.

The Memphis Enquirer contains a coincidence in the history of these two boats appears they were lost's fault by one cause were launched and smothered within two or each other.

The loss of the *Iron*, is mentioned in the *Louis Bulletin* of the 7th inst. She was in the Mississippi from St. Louis, and took her last water.

There was a regular fair in Baltimore the night after the election, commenced Long Foco in front of the Chronicle office twelve o'clock, and kept up until the 10 was called out to suppress the disturbance.

Mr. Kendall was in Indianapolis days since. He is daily expected in this city in the re-President.

The New Orleans True American of day, announces the resignation of the Hon. James M. McKim. The claims of business are mentioned as the reason for his resignation from public life.

The National Intelligencer, speaking of Maryland election, remarks:

The election which took place in Maryland Wednesday, is the first that has been held since the Constitution was adopted, in which of the Executive and Legislative State. It embraced the choice of 400 members in to serve three years, as State Representatives, one-third of whom will serve one-third year, and the other third two years. Each county and the city of Baltimore entitled to one Senator, and the number is equal to the lower House ranges from three for each county and the city, according to population. Vigorously, the Governor was approved by the Legislature, and the Senate was for five years, by a college of electors who that purpose.

John C. Calhoun and Gen. Thompson

another discussion on the 12th inst. at Courthouse, South Carolina. Mr. Calhoun the Lynchburg (Virginia) seems to feel interest in the success of the Sub-Treasury did in the triumph of Nullification. It has time, you believe, that he has ever "thoroughly regularly." He has had 577 of the hazard of a die. He has been so sick that he wins Van Buren will sweep the State.

[From the Louisville Journal.]
Col. Benton arrived here from Wash. city two or three days ago and departed afterwards for St. Louis. We learn the excitement, on which he is down the ground opposite a rock tower in England.

LOUISVILLE WHIG.

B. H. McKENNIS

Published weekly, \$2 per annum, in advance.

WASHBURG'S

Monday, October 15, 1838.

EDITORIAL

Newton Cannon.

We returned last night from a short visit to the W. District. At the delightful town of Paris, we had the pleasure of attending a meeting of the friends of Henry and the adjoining counties to honor our distinguished and eloquent representative Mr. Bell. A free barbecue had previously been prepared by the Whigs of Paris, and a general invitation extended to the friends of Henry, Central &c. without distinction of party. The number present, we are happy to say, far exceeded the calculations which we made. We were very much gratified to see so many of our friends, and to see them so united in their support of Henry. We were also very much gratified to see the friends of Henry so united in their support of Henry. We were also very much gratified to see the friends of Henry so united in their support of Henry.

In promise to suppress and to punish all disorders among their own people; and if they commit outrages on the citizens, or depredations on their property, instantly to deliver the offenders over to the nearest civil officers of the States. I have full confidence in their promises and capacity to do all that they are ready to undertake.

Since the 3rd of August nothing has occurred to change the good opinion then entertained of the Cherokee people, and it is sincerely hoped that their conduct, on the road, will fully sustain that opinion. It is not necessary to appoint any detachment of emigrants, and I am now anxiously waiting to learn whether the first, second and third detachments will conduct themselves as well as the first as I have hoped and expected.

A copy of this circular will be sent or given to the conductor of every detachment of emigrants for the information and government of all concerned.

Wishing you and your people, comfort and enjoyment on the road, with all prosperity in your new country, I remain, truly,

The friend of the Cherokees,
WINFIELD SCOTT.

To Mr. _____
Conductor of a detachment of Cherokee Emigrants.

THE LATE ELECTIONS.

MARYLAND—In this State we have met an unexpected defeat in the election of Governor, and we confess the result has prepared us for had news from nearly all the regions yet to hear from. The vote of our Baltimore contemporaries before the election had led me to look, confidently, for the success of Mr. Steele, the Whig candidate for Governor; the returns, (nearly complete,) give Mr. Gray (A.) a majority of 713.

Here are the returns, as taken from various papers:

Counties.	Steele, (W.)	Gray, (F. B.)
Anne Arundel	70 W.	
Allegany City	100	141
Baltimore County	1477	2432
Belmont Co.	6431	6074
Calvert	449	357
Cecil	1743	1646
Charles	503	573
Chesapeake	1234	1256
Charles	715	510
Dorchester	1113	847
Frederick	2377	2523
Harris	1226	1223
Harford	537	511
Montgomery	852	719
Prince George's	112 W.	
Queen Anne's	531	645
St. James	101 W.	
St. Louis	208	732
Talbot	1266	2276
Washington	1266	2276

Given's majority, exclusive of Worcester county, yet in favor of Mr. Steele, is 713. In 1836, Webster's majority, exclusive of Worcester county, was 713.

The Whigs will have majority in both houses.

of the Opposition can claim the victory, but who will be elected. A portion of the Union ticket is opposed to the Sub-Treasury, while three or four members of the State Rights ticket are in favor of that measure, though profoundly against the re-election of Mr. Van Buren.

THE UNION TICKET.

At Louisville up to Saturday last no perceptible rise had taken place, although some reported news above were spoken of. Dry Goods continued to receive a heavy demand.

We understand from a gentleman direct from Smithland that small steamboats could still reach that place from Louisville, though from six to eight days were required for the voyage. Several boats were advertised to leave the mouth of Ohio in a few days; among the rest, the Duffell Webster was to leave on Sunday (yesterday) morning.

FROM MISSISSIPPI.

The mammoth Union Bank of this State has commenced operations, and proposes to pay six per cent on the 1st of January, if a convention of the South-Western Banks will agree upon that day. Such a convention is proposed by the directors, but we apprehend will meet with little encouragement, except perhaps from Alabama. The Louisiana and Tennessee banks will pay six per cent the trouble of interfering with a convention. The first year was the first day of the year. (The first day of his operations had reached the country) and in a few weeks, millions of "specimens" through the town of Jackson at the top of the time. They were, according to the Mississippi, from "a mighty distance," and it was agreed on all hands that a few such gatherings would certainly entitle Jackson to the dignity of a city.

The river cities and towns of the State are suffering greatly by land slides, in the morning of the banks of the Mississippi at or near the landings. At Vicksburg the damage to the city has been estimated at the loss of the value of the loss adjoining the landing, immense. At Natchez a recent slide commenced in two places near the engine-room, and extended as low down as the Steam Boat Hotel. The walls of the Cotton warehouse near the piers were cracked considerably. A portion of the town of Rodney has also fallen into the river, and two houses actually destroyed by the coming in of the land. These disasters are attributed to the previous low stage of water in the river.

The W. Intelligencer announces the return of Mr. Secretary Pinwell to the Seat of Government, from his trip to the Springs. His health is said to be entirely re-established by the excursion.

FROM INDIANAPOLIS.

A ship from the West Indies arrived here on Wednesday. Reports that the fever, as an epidemic, no longer prevails in that city, though eight or ten deaths had taken place during the week. It is felt that the citizens of the place have been exposed to the most poisonous malarial fever several months past, may be attributed the sickness that still disposes of the cases that may be contracted during the height of the epidemic.

The Register announces the death of Lewis Hudgins, John B. Anthony, William Hill, Joseph Nichols, Col. W. S. Howell, Andrew Ingram, George C. Green, George Gardner, and in the city of Wm. Jackson.

INTRIGUING FROM THE CHEROKEE COUNCIL—JOURNEY OF THE INDIANS TO THE WASHINGTONS, WITH THEIR KENTUCKY L&C.

The Council of the Cherokee, by land, were in Paris in September, but given up the idea of going to the States, and were prevented with provisions and supplies, and a large force of the W. Tennessee, on the result of which we will again report in due season.

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affairs—when had men their way, and are
to cover up the Executive, the Executive
age of the coordinate departments of the Govern-
ment, the States must be truly and honestly
represented, or our glorious Union will fall into
condemnation five-fold more overwhelming than
that a Jefferson struggled against as a Hamilton
contemplated.

We are aware that in such times, "the post of
honor is the private station," but the people of
Tennessee, in consideration of the "steady and
continued conduct," which Judge White so
graciously acknowledges in his letter to the Govern-
or, have high claims upon the experience and
influence of their thrice honored Governor, if the
state of his health will possibly admit of the sacri-
fice.

Proceedings of the new fire company in our
city.

WORTHY OF IMITATION.

The salutary regulation of excise and spirituous
liquors from their boats, recently announced by
the orders of the Honorable John Randolph, cannot
be highly commended or substantially encour-
aged. Messrs. YERGEN & Co. remark in their
advertisement, with a truth that has been amply
tested by experience, "that most Steam Boat dis-
asters have their origin in the excessive use of
ardent spirits," hence their determination to pro-
scribe the use of a bar, or to permit the crew to
use spirituous liquors under any pretense what-
ever.

CHEROKEE REMOVAL.

We decline entering into a war of hot spillole
with our family possessors at Columbia, in regard
to the Cherokee removal. If Gov. Walker is too
deeply implicated himself, to know us directly
to the point, or, at least, in a gentlemanly tone,
we draw him to leave the work of defence to
some of his associates in the management of the
Executive. We endeavored to speak plainly, on
the occasion, and if, instead of explanation, you
prefer, we are to be met with epithets, the decision
of the issue shall at once be committed to the
impartial public. Mr. Polk's Columbia friends
can have no further claims upon our notice.

But the charge that Col. Polk, through his per-
sonal and political friends, was connected with
the Cherokee removal, has been denied by another
quarter, and an insinuation put forth against the
integrity of Gen. Scott, John Ross and others,
for taking the removal out of the hands of the
Government Agents and thereby ministering to
the cupidity of a Whig connection. We allude
to an article in the last McMinnville Gazette,
edited by an officer of the Federal Government.
The position of the Gazette will be better under-
stood by an extract:

"We only refer to the subject now, because
our paper has been named by the Whig. There
is no truth in the charge of Whig fraud and
corruption connected with the Cherokee, the
Cherokee treaty, and the modification of the em-
igration under it, which will some day be told in
such proofs, as will astonish the country. The
profits, the base gain, and the imposition upon
the country, in which whigs, and the connexions
of some of our whig public men are the largest
participators, will, when disclosed, astonish the
public.

As to Col. Polk, he and other republicans we
could name, in and out of Congress, their efforts
to prevent fraud and imposition on the Govern-
ment, as well as Cherokees have been unremitting.
The Indians, under the new arrangement with
John Ross, but in which he is only the nominal
agent, have been delayed in their journey to their
new home in the West, and they are making
their journey under circumstances of privation,
and in prospect of travelling in cold and inclem-

the first article on the CHEROKEE, was
upon the subject, communicated from an agent
to the Editor, to the Lexington (Ky.) Intelligencer.
The writer there charges Col. Polk with being
"the friend of the best whigs of our own time,"
and we reiterated the charge in our issue.
I cannot remember report had given out—and we
will upon the Gazette to explain the facts, that
show us that of Col. Polk's influential friends about
Columbia, (including a near relative) were en-
gaged in a Government contract in the Cherokee
country, by which they concluded to sell, if
the above arrangement should be carried out, so on
the other hand, to secure an independent fortune
by a single operation, if that should be failed in its
human views. The only error we felt it was, in
attributing the priority arrangement with these
contractors to the Indian Bureau at Washington in-
stead of bringing it nearer home. The arrangement
was, in fact, entered into in the Cherokee coun-
try, with the superintendent of Indian affairs in
that quarter previous to the arrival of Gen. Scott
we mean a conspicuous agent and friend of the
Administration in that Territory, Mr. [Name].

through the influence of Speaker Polk at Wash-
ington; and who, in return for this kindness, made
it convenient to enter into an extravagant con-
tract with the Speaker's special favorites at Col-
umbia. We cheerfully acquit the late superin-
tendent of the Indian Bureau at Washington of
all participation in the scheme of the removal of
the Indians by water, and now transfer the
responsibility to whom it properly belongs.

We are free to admit also, that the evidence
against Col. Polk himself is altogether circum-
stantial; but how, would it be otherwise? All the
Indian, Post Office, Custom House, and
Land-Office agents, by the immediate
friends and agents of the Federal Administration
for the last ten years are not brought to light, or
have only been brought to light by accident,
or circumstantial proof. Every effort at open in-
vestigation, (with some exceptions) through the di-
rect evidence of persons and papers, has been
foiled by the party at Washington; and mainly
too, through the unparliamentary committee ap-
pointments of a subsequent Speaker of the House
of Representatives. And shall Col. Polk now be
permitted to take refuge from a charge involving
his public faith under the contemptible plea that
there is no documentary proof against him? As
well might Mr. Kendall or Mr. Woodbury de-
mand an acquittal of all abuses in their depart-
ments because Gen. Jackson denied Mr. Wise ac-
cess to the Executive buildings until he made out
his specifications—and yet no one will deny that
that million then half a million of dollars have been
abstracted from the Treasury by defaulting re-
ceivers or sub-Treasurers. Let Col. Polk, when
again called upon by a vote of the House, appear
an impartial committee of investigation into the
abuses of the Executive departments at Wash-
ington, and the country will excuse his Indian
speculations, whether on his own account or for the
benefit of his partisans. Let him give the Opposition

an honest chance, and they will bring to light prob-
ably ten-fold more damning to the rulers in power, than
the incidental charge of speculating upon the
poor Cherokee. They will open a Lazar-house of
corruption, the like of which has never been heard
of in a free country, and which in England would
rust the ministry their heads, if not the Queen
her throne. We repeat, let Col. Polk, not with-
out, volunteers committee composed of a majority
of the Opposition, (and let Mr. Kendall and Mr.
Woodbury guard the Treasury and P. Office build-
ings from further depredation by Mr.) and the
country will be prepared to esteem the Col. at
least, a repentant sinner, if not an honest states-
man.

and those who
let the
young politicians
at the table
as they are
equipped of
and
delicacy offered to
them.

On a point of
Savage or late
community
of the
the Walker, ma-
jority of that
was caused by
learn to write in
forming, and
our daughter
same—but if it
the length than
disposal with it
clear as day to
Now for the
Sir, if you can
hard of hearing
made a thousand
truly as much
discussions
without you a
much higher
then our knowledge
notwithstanding
you have enough
"reticence"—it
has, gentle sir,
when green, a
issue, we made
judgment in
claim, as one of
his conversation
our success. Y.
indicate you
perhaps, but in
intended will
judged good as
factory.

1. The
market
working, and
talented pen to
write.
2. Some do
not time by
proof of his
Lazarhouse. The
the "political
Then for the
3. The C.
hundred for the
minor day. It
sees double.
4. The first
day was our
he, N. J. have
I'll bet you
merry with it

History of Middle Tennessee
Putnam
copy #538 Nashville
Two maps in back
Columbia
F
442-2
.P98
1971
cop 2

History of Cannon County TN
Robert Mason
Lancer Printing Company
Murfreesboro 1984

copy pages 7-9

River Center
~~Mill River~~
Bill K. Ganett, Editor
610 Terrace Drive
Columbia, TN 38401

Sam Smith
Dir. of Arch
5103 Edmonson Pike
Nashville 37211

Wayne Moore
Tenn Hist Comm 741 1588
Sam Smith - Arch 742 ~~6685~~
Steve Rogers - Hist Comm. 742-6717

107
Edmonson Pike
I 40
I 24 to Murfreesboro
3rd exit
Harding Place
Take Right
1 mile 1st major
intersection a turn left
next stop light
1 1/2 mile off Edmonson Pk

Oct 4, 1989

East Tennessee Comm, Knoxville Tennessee
Ted Bear

M231 Rec 115-

Letters - to CA Harris - Comm of Indian Affairs

11 Apr 1838 Little Rock ark

copy
Letter
1-3

from:

Party reached Waterloo 5th mo

S. Boat Smelter - good boat - 150 tons

→ one keel.

first summer

Paducah

Paris - open of striking waves on Ohio
passed Memphis 12:00 at night of 8th

Edward Deas -

copy letter 4-1-4

5th May 38 - Ft Smith Plantation

29th May - New Echota

Journal of E Deas - see special file 247

8

13 June 38 - S. Boat Smelter

13 June 38

another date

near N. ...

- 20 Faulkner (
- 21 Conway
- 22 Pope
- 23 Johnson
- 24 Franklin
- 25 Crawford (~~Smith~~ Van Buren)
- 26 Sebastian ? (H Smith)

John Bell Detachment of Treaty Party Emigrants
conducted by Lt. Edward Deas

October 11, 1838. - left the vicinity of the agency - 650-700 people

October 27, 1838 - camped near Winchester

November 3, 1838 - 2 miles west of Pulaski

Since (Winchester) we have pursued the direct road
through Fayetteville + Pulaski leading to Memphis
part of which we found very rough, but our rate
of traveling has averaged between 10 + 12 miles a day
some even lost - poison weeds

Nov 24, 1838. encampment near Memphis -

just finished crossing the Mississippi
will set out tomorrow in the direction
of Little Rock

- delay in crossing Miss R. - due to the breaking
of a steam ferry boat

yesterday shipped up a considerable quantity
of baggage

Route: My guess is this detachment probably went south from
the agency on the road which is now U.S. Hwy 11 to Cleveland Td.
then followed what is now U.S. 11 + 64 to the east side of Lookout Mtn
at Chattanooga and then followed a route similar to present Hwy 64
through Winchester, Fayetteville, Pulaski, ^{Lawrenceburg} Savannah, Bolivar,
→ Memphis.

Unfortunately, there is no report from Deas after Memphis, and
it is unclear whether he went to Little Rock following an alignment
close to present Hwy 70 or took a more direct route

similar to present Hwy 64 to Conway.

After Conway the detachment probably followed the road on the north side of Arkansas River (present Hwy 64) to St. Smith and St. Gibson.

The Counties through which Deas passed were:

in Tennessee

- ✓ 1. Bradley
- ✓ 2. Hamilton
- ✓ 3. Marion
4. Franklin (Winchester)
5. Lincoln (Haystackville)
6. Giles (Pulaski)
7. Lawrence (Lawrenceburg)
- ✓ 8. Wayne (Waynesboro)
- ✓ 9. Hardin (Savannah)
10. McNairy (Selmer)
11. Hardeman (Bolivar)
12. Fayette (Somerville)
13. Shelby (Memphis)

Arkansas
Hwy 70 Route

14. Crittendon
15. St Francis (Forest City)
16. Monroe (Brinkley)
17. Prairie (Hayes)
18. Lonoke
19. Pulaski Little Rock

Two Hist. Markers

Cannon County U.S. 705, 100 yds east of junction
with TN 53

2E23 The Trail of Tears

In the Valley to the South, that part of the Cherokee
Nation which took part in the enforced overland migration
to Indian Territory rested for about 3 weeks in 1839.
About 15,000 persons of various ages took part in the
march, several who died while here were buried in
this area.

Hermitage 889-2941

Sharon MacPherson

RC, Vol. 10, no. 1-4 (1981)

85-90

J. Ben Fuqua

October 3, 1987

Sam Smith -

did survey of Wilson County

Mark Swan - ranger at Port Royal state historic
area 358-9694

Do not have Warren County

Steve Rogers - TN His Comm

October 3, 1989

Ann Alley - heard that Trail went thru Turnersville
following Ridge top Rd in ~~Warren~~^{Robertson} County TN
Road just behind Harmony Baptist Church

#238 south of Port Royal is relatively new. Old
Road cuts across her farm SE of Port Royal Road
but still visible

Ralph Winters - wrote book on history of Adams in Port Royal

Ann Alley heard Turnerville route story from
her mother-in-law

Tenn - Ky Journal - has articles turn of century
on trail of Tenn Oral Tradition - Ann Alley will send
me a Xerox copy

Newspapers in Tenn state archives
(Athens Courier - O 25 1837)

(Hiwassee Patriot - June 22 1837 - Mr 1841)

Tennessee Journal Jc 6 Jc 25 Ag 22 1838

District Herald - D 4 1838

Clarksville Chronicle Mr 28 Ap 4, 11, 25, My 30 1839

Columbia Observer Jc 19 1838
O 24 1839

Highway of Holiness Jc-JL 00 1838, My 1839

Tenn Democrat S 13 1838

Standard of the Union Mr 9 1838

Western Weekly Review - 1833-39

Gallatin Union + Summer Advertiser May 3: 1831

" Union 1833-39

Knoxville Argus Ja 27 J1 6 1837

Democratic Union 45 5 1838
- Remonding (Marshall)

Central Gazette Ja 23 1838
- McMinnville

* Nashville Whig Ja 6 1838 - 1839 -

East Tennessean
Rogersville A 2 J1 27 N 23 1839

Diana's Petition Case 1832-40

NF.
ac. no.
459

up to H's

1) * Nashville Whig Sept 24, 1838
Vol. 1 no 113
p 2 lower left corner

* Cherokee Emigration
There seems to be little doubt
(Sept 28, 1838 p 2 lower center)
column on frontier

2) * Nashville Whig Vol 1 no 118
October 5, 1838 p 2 - column 4 near top

* Cherokee Emigration - sympathetic account

3) * Nashville Whig
October 15, 1838 Vol 1 no 122

* Scott's Letters
last one ^{very} important
p 2 ^{only} bottom column 1,
→ top column 2

4) * Nashville Whig
October 29, 1839 Vol 1 no 128
Cherokee Removal
p 2 Entire left
column, top of 2nd

5) * Nashville Whig Vol 1 No 131
Nov 5, 1838
"The last India" p 2 top right column

6) * Nashville Whig Nov 9, 1838
Vol 1 No 133
p 2 columns ^{bottom all} 1 & 2

Cherokee Removal

7) * Nashville Whig Nov 12, 1838
Vol 1 No 134
Interesting ~~from the Cherokee~~ ^{from the Cherokee} p 2 - col. 1
Country - India ~~and the~~ ^{Kenolt and the}
Deaths of Two U.S. Soldiers

8) Nashville Whig Nov 14, 1838
Vol 1 No 135
"The Cherokees" p 2 Col 1
- Another detachment passed through yesterday
~~another~~ is looked for in 4-5 days
- Many of 1st & second detachments were
destitute of clothing - not true for last
two or three parties -
- some appeared destitute at Foster's Mill
- public square - soliciting
of one party - 300-400 are Christian communicants

Nashville Whig - Nov 23, 1838

letter - Steamboat Smelter
Nashville, Nov 21, 1838

letter from Winfield Scott to
Ex Gov Cannon et al - stating he arrived last
night and thanked them for her hospitality

9) 77 W Dec 5, 1838
p 2 columns 2+3
Cherokee Removal

Nash Whig 12/26/38 p 2 col. 4
Female Academy closed 5 Dec '38 next term begins
8 Jan 187 students

Wm Turner at Hopkinsville Teachers at Community College
there

Ann Alley says there was a stage coach stop at Graysonville
Ky - on Burr Map

October

George Underjock

Sharon McPison

excellent letters detail

3rd Coffee 24 June Dear to Harris

27 October 1838

Encampment of Indians near Winchester TN
Dear to Harris

left ^{mouth of} Agency on 11 Oct

I have come to the conclusion that this
Party had better pursue the road leading through
Memphis. The upper route thro Missouri is
no doubt the best.

party 650-700 persons

3rd Nov 2 miles west of Pulaski

Since (Winchester) we have pursued the direct
road thro Fayetteville + Pulaski leading
to Memphis part of which we found very rough,
but our rate of travelling has averaged between
10 + 12 miles a day.

some men lost - poison weeds

Deas to Harris

Encampment near Memphis 24 Nov 38

just finished crossing the Mississippi
will set out tomorrow in direction of Little
Rock.

- delay in crossing Miss R - due to breaking
of Steam Ferry Boat

yesterday,
shipped up ark - considerable quantity
baggage

April 7, 1838

Steamboat Smelter Tenn R.

Lillybridge to C.A. Harris

Ross's Landing May 24, 1838

Lillybridge to Harris

Nov 30, 1838

Lillybridge to Crawford

Page to Harris

8 June 1838

~~A~~
important Page to Harris
23 June 38

→ not possible to cross prairie in month of July is still about twenty% of August on account of flies and no person in that section of country ~~at~~ ever attempts to cross them in the day time.

Page to Harris
28th June 38.

Purchases

13 July
law suits -
Scrap

25 July
~~list~~ list of physicians in camps

Name	Station	# of Cherokee
------	---------	---------------

Page to Harris
25 July 38

Name	Station	No of Cherokee
Dr B Cottle	Camp Ross	2000+
Elyan Butler	"	"
A M Folger	East Branch of Monie Creek (1 st Encamp)	870+
A George	Ht Payne AL	900
W H Morrow	Cross Landing	2000+
J M Kennedy	"	"
J Hunter	Agency Post	700
J H Hertzel	Rattlesnake Springs	600
J H Jordan	East branch of Monie Creek (2 nd camp)	1600
J W Hetherland	" "	" "
Madison Cox	Bedwell Springs	900
A W Armstrong	Chertowee	1300
J W Edington?	Ridge Encamp East of Agency	700
F J Edwards	Upper Chatatae (number doubtful)	600

Camp Ross is 18 miles from Calhoun
 Cross Landing 45 "
 Ht Payne 95 "

Immediately on Frank. 1214 + 60 wagons
will cross river today (10/24/38)

I passed Warford's Det 15 miles from
here and another part 5 miles from here they
will unite tomorrow -

Last three haven't progressed far enough to determine
conduct.

H L Scott

1st Lt, 4th Inf.

Summary Oct 2, 1838
Bill to Page

Oct 2, 1838
Scott

20 Nov '38

Page to Crawford re murders in Kansas

30 May 38 To G R Jones
Impart* Scott-

- Report of Indians captured

Muster Roll of Deas Detachment March 1838

Scott to Poinsett June 7, 1838

? pages types - # of prisoners 6,000

Scott to Poinsett Oct 12 '38

5th detachment 600 - treaty party
under Deas

Oct 26 38
Scott —

Bushyhead's detachment consisting
of 11 Caroline Indians - one most lampered
with

Captain Jones conducted 3rd detachment
of emigrants in June

~~XXX~~ Lt ^{#1} Scott to W Scott
copy

Oct 26, 38

Location of detachment —

Elijah Hicks left Nashville ~~Monday~~ ^{Saturday} last
Colistons "on Monday"

I passed Bushyhead ^{Wednesday} 13 miles east of
McMannville (50 persons under Chumalucky
a brother of Watchate — left for NC,
via Kingston + Knoxville, 910 left
they have 50 wagons.

next detachment — Mr Jones 1250 people

71 wagons - 2 days behind Bushyhead

About two miles - other side of river

I passed Foreman's Detach. 916 + 46 wagons

Daniels Detach encamped on this side of river

Marine Exodus of the Cherokees

Indian Tribes Leaving Ross' Landing Two Years in Advance of the General Emigration to the West Made Trip by Flatboat and Encountered Many Hardships and Privations on the Way—Doctor's Diary Gives Graphic Details of Mournful Trip Into Exile.

by T. J. CAMPBELL

Reproduced Through the Courtesy of Mrs. Elizabeth Johnson Allen.

MANUSCRIPT AC. NO. 1707
DIVISION

With the general exodus of the Cherokees from the Ross' Landing, in 1838, a small party of Indians, from the tribe of the Cherokees, left the Ross' Landing, in 1836, to go to the West, and were the first to leave the Ross' Landing for the West.

IN FEBRUARY the water-borne party from Tennessee, a party of 100, left the Ross' Landing, and were the first to leave the Ross' Landing for the West. They were accompanied by the doctor, and were the first to leave the Ross' Landing for the West.

The morning of the 15th they began with the general exodus of the Cherokees, and were the first to leave the Ross' Landing for the West.

March 14—Monday, with flat boat from the Ross' Landing, to the Ross' Landing, and were the first to leave the Ross' Landing for the West.

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March 15—Tuesday, with flat boat from the Ross' Landing, to the Ross' Landing, and were the first to leave the Ross' Landing for the West.

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March 16—Wednesday, with flat boat from the Ross' Landing, to the Ross' Landing, and were the first to leave the Ross' Landing for the West.

March 17—Thursday, with flat boat from the Ross' Landing, to the Ross' Landing, and were the first to leave the Ross' Landing for the West.

March 18—Friday, with flat boat from the Ross' Landing, to the Ross' Landing, and were the first to leave the Ross' Landing for the West.

March 19—Saturday, with flat boat from the Ross' Landing, to the Ross' Landing, and were the first to leave the Ross' Landing for the West.

March 20—Sunday, with flat boat from the Ross' Landing, to the Ross' Landing, and were the first to leave the Ross' Landing for the West.

March 21—Monday, with flat boat from the Ross' Landing, to the Ross' Landing, and were the first to leave the Ross' Landing for the West.

March 21—Monday, with flat boat from the Ross' Landing, to the Ross' Landing, and were the first to leave the Ross' Landing for the West.

March 22—Tuesday, with flat boat from the Ross' Landing, to the Ross' Landing, and were the first to leave the Ross' Landing for the West.

March 23—Wednesday, with flat boat from the Ross' Landing, to the Ross' Landing, and were the first to leave the Ross' Landing for the West.

March 24—Thursday, with flat boat from the Ross' Landing, to the Ross' Landing, and were the first to leave the Ross' Landing for the West.

March 25—Friday, with flat boat from the Ross' Landing, to the Ross' Landing, and were the first to leave the Ross' Landing for the West.

March 26—Saturday, with flat boat from the Ross' Landing, to the Ross' Landing, and were the first to leave the Ross' Landing for the West.

March 27—Sunday, with flat boat from the Ross' Landing, to the Ross' Landing, and were the first to leave the Ross' Landing for the West.

March 28—Monday, with flat boat from the Ross' Landing, to the Ross' Landing, and were the first to leave the Ross' Landing for the West.

March 29—Tuesday, with flat boat from the Ross' Landing, to the Ross' Landing, and were the first to leave the Ross' Landing for the West.

March 30—Wednesday, with flat boat from the Ross' Landing, to the Ross' Landing, and were the first to leave the Ross' Landing for the West.

March 31—Thursday, with flat boat from the Ross' Landing, to the Ross' Landing, and were the first to leave the Ross' Landing for the West.

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CHEROKEE
MEMORIAL
PARK

CHEROKEE REMOVAL MEMORIAL

The Cherokee Memorial would list the heads of household and number in the family at the time of the 1835 census prior to removal.

The names would be inscribed on the front and back of seven granite monoliths four feet - ten inches wide and seven feet high. Three columns of names in 3/4 inch letter with 70 names per column. The fourteen panels would contain about 2900 names.

The panels would be arranged in the form of the seven point star on a facsimile, of the seal of the Cherokee Nation surmounted by an eternal flame. The base of the monument would be about twenty feet in diameter made from concrete with a terrazio finish contains the center portion of the seal which would serve as a walkway around the monument to view the names.

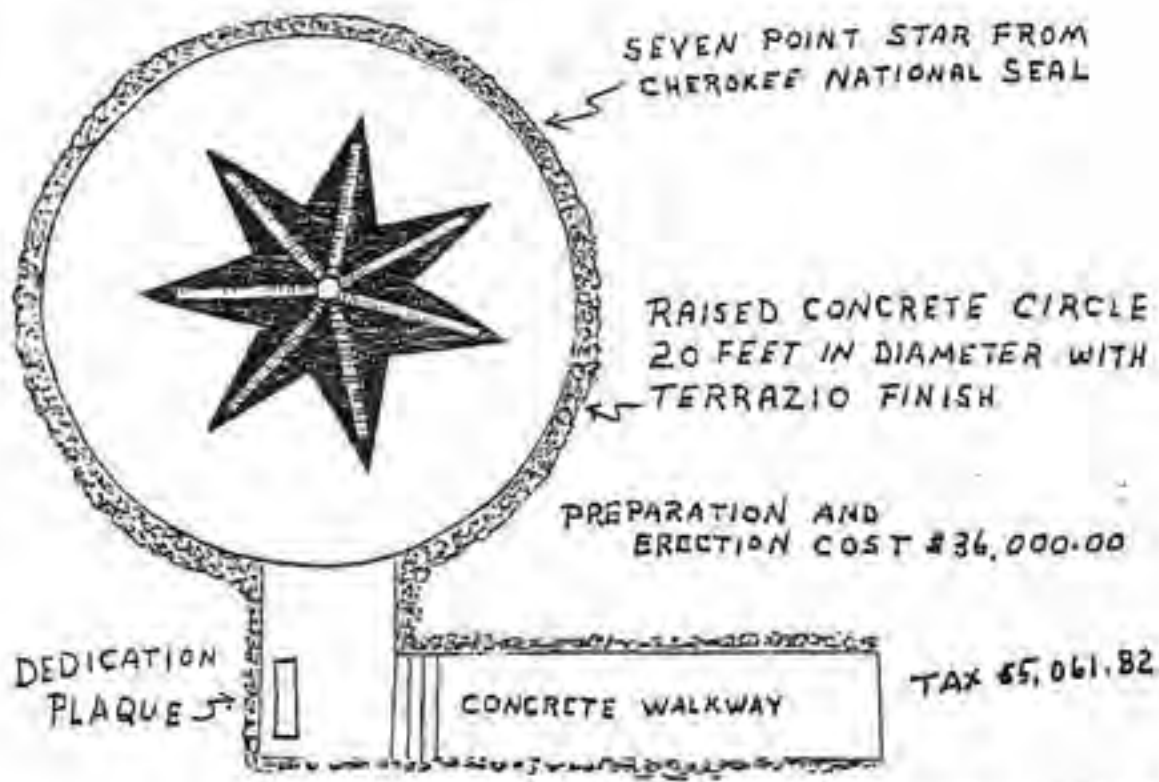
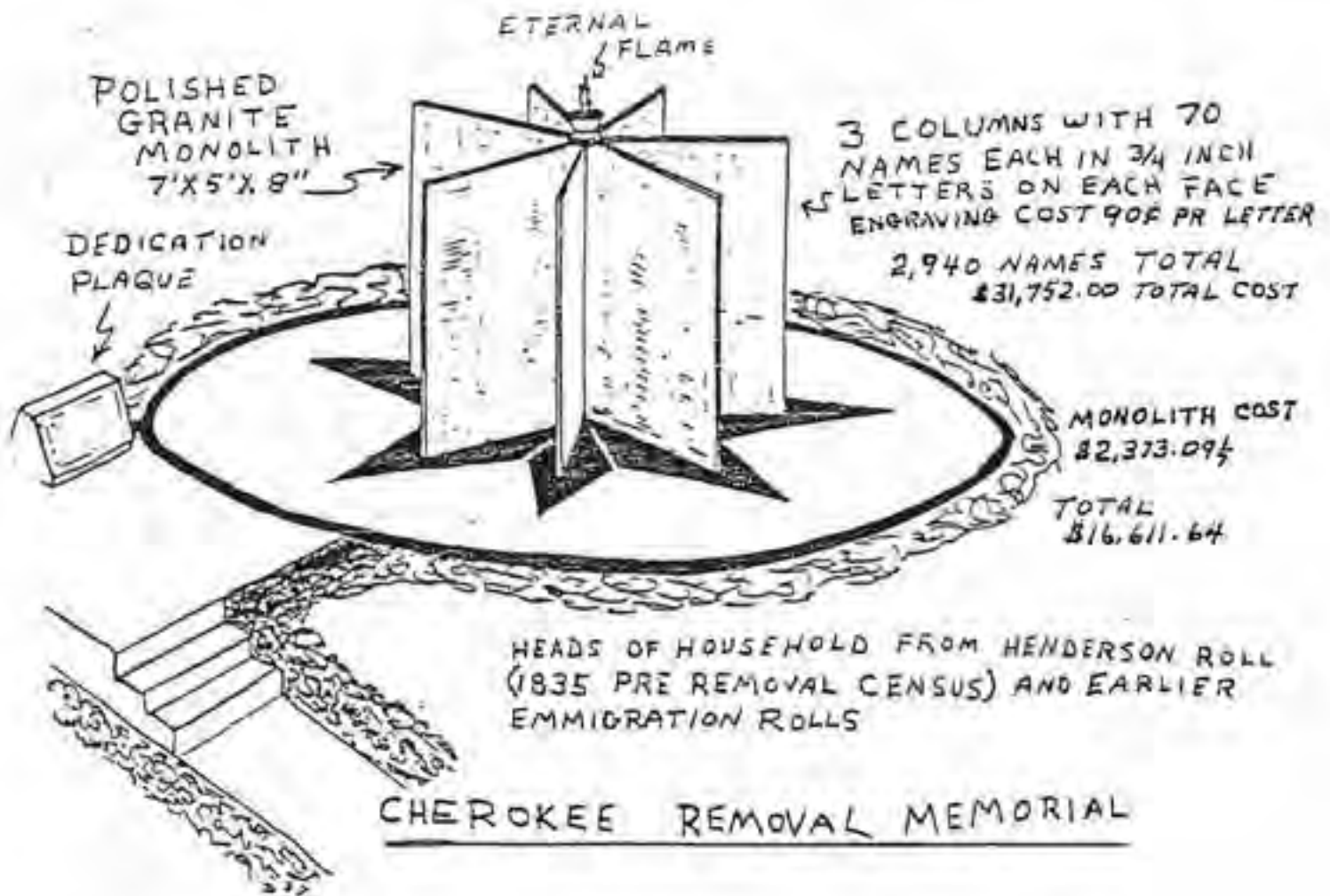
A plaque would be located in front or side of the monument explaining the removal.



3



CHEROKEE REMOVAL
MEMORIAL



TOTAL COST \$89,415.46

CHEKOKEE MEMORIAL PARK —



PARKING AREA

SWIMMING BEACH

CAMPING and PICNIC AREA

AGENCY CREEK (Judd Slough)

Hwy 58

Bridge

HIWASSEE RIVER

1835 CHEROKEE FARM REPLICAS

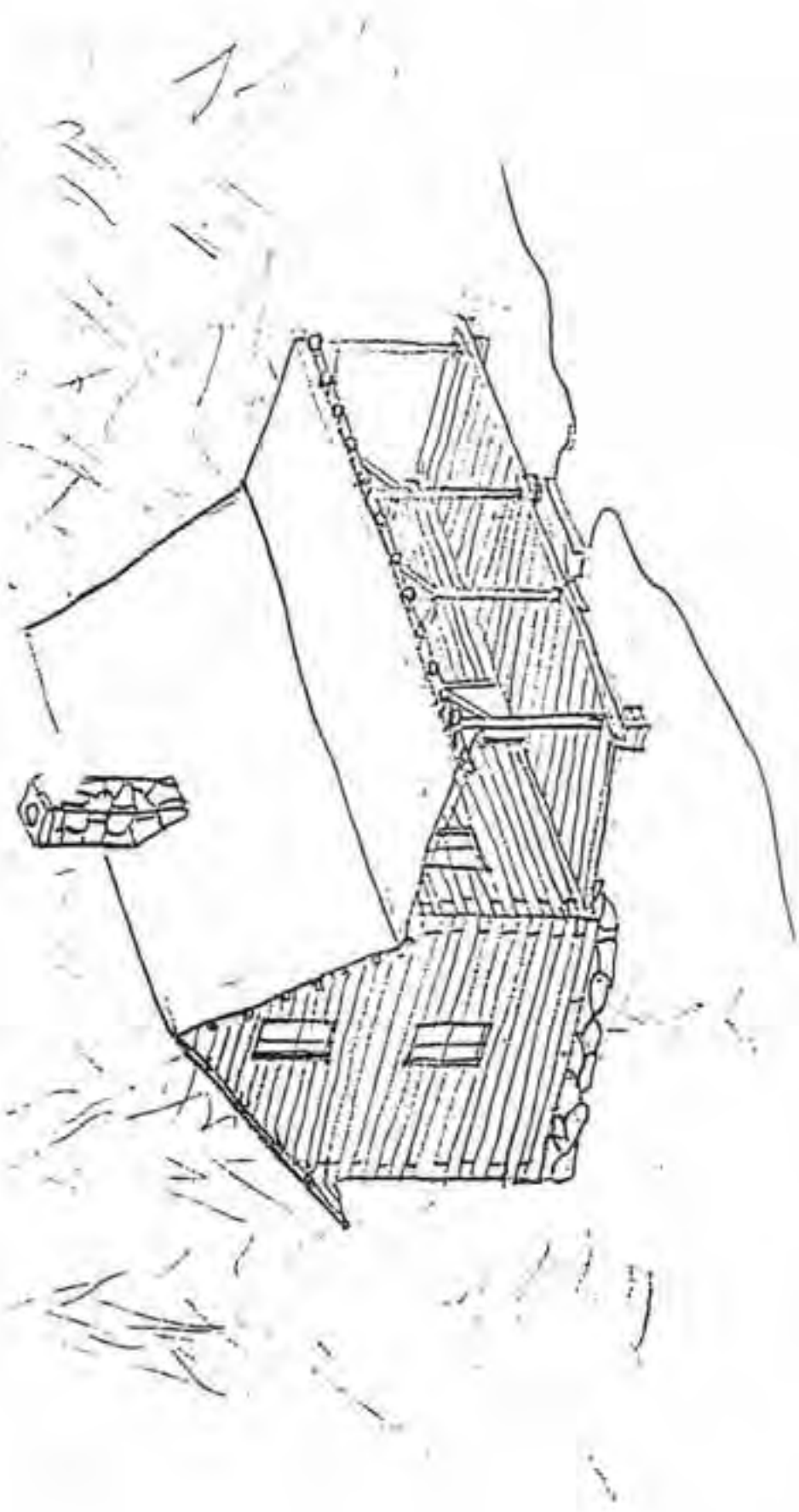
ROSS STORE REPLICAS

GENEALOGY LIBRARY AND AGENCY REPLICAS

NATURE TRAIL

MEMORIAL GARDENS

SHORE LINE NATURE TRAIL

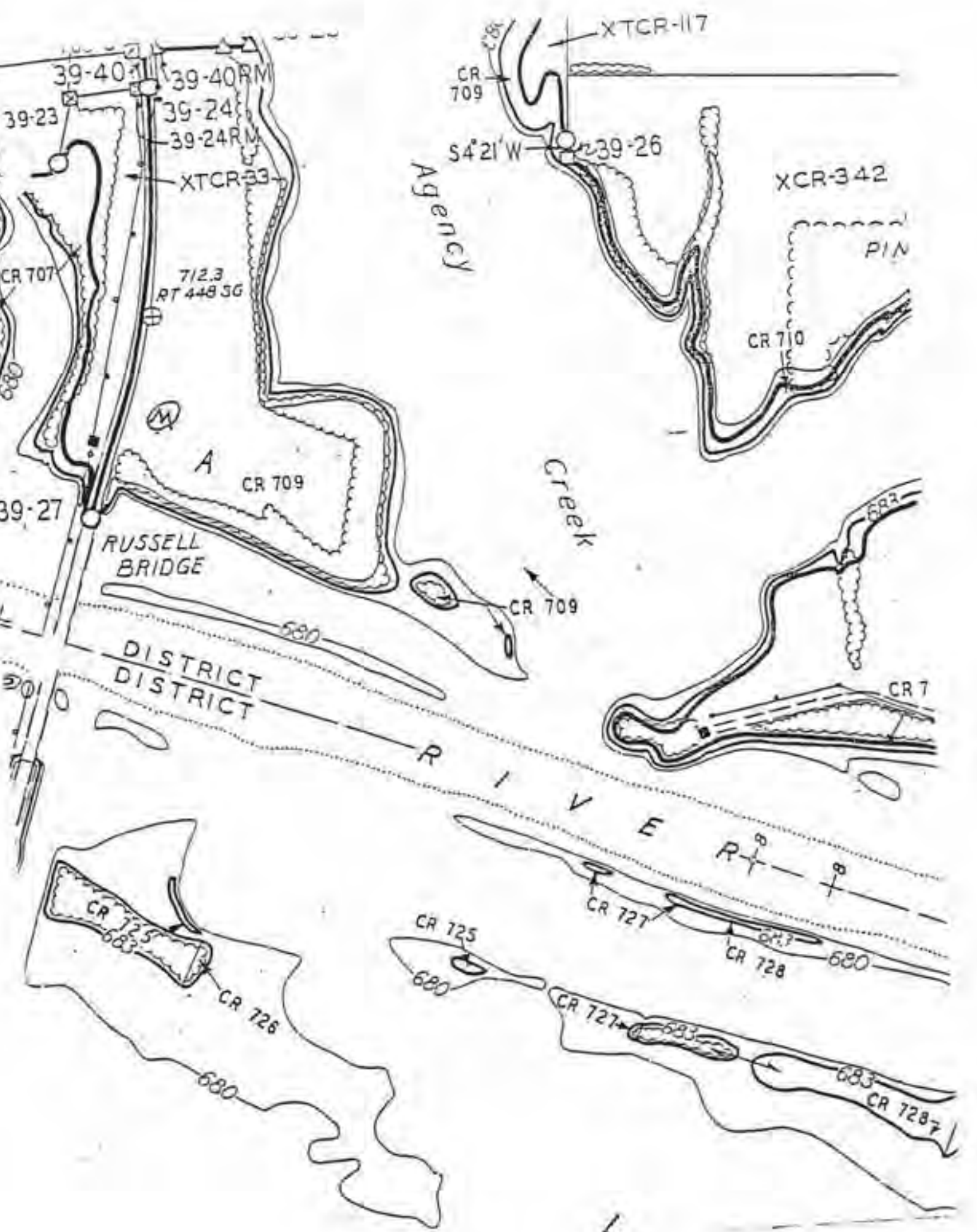


Chickadee

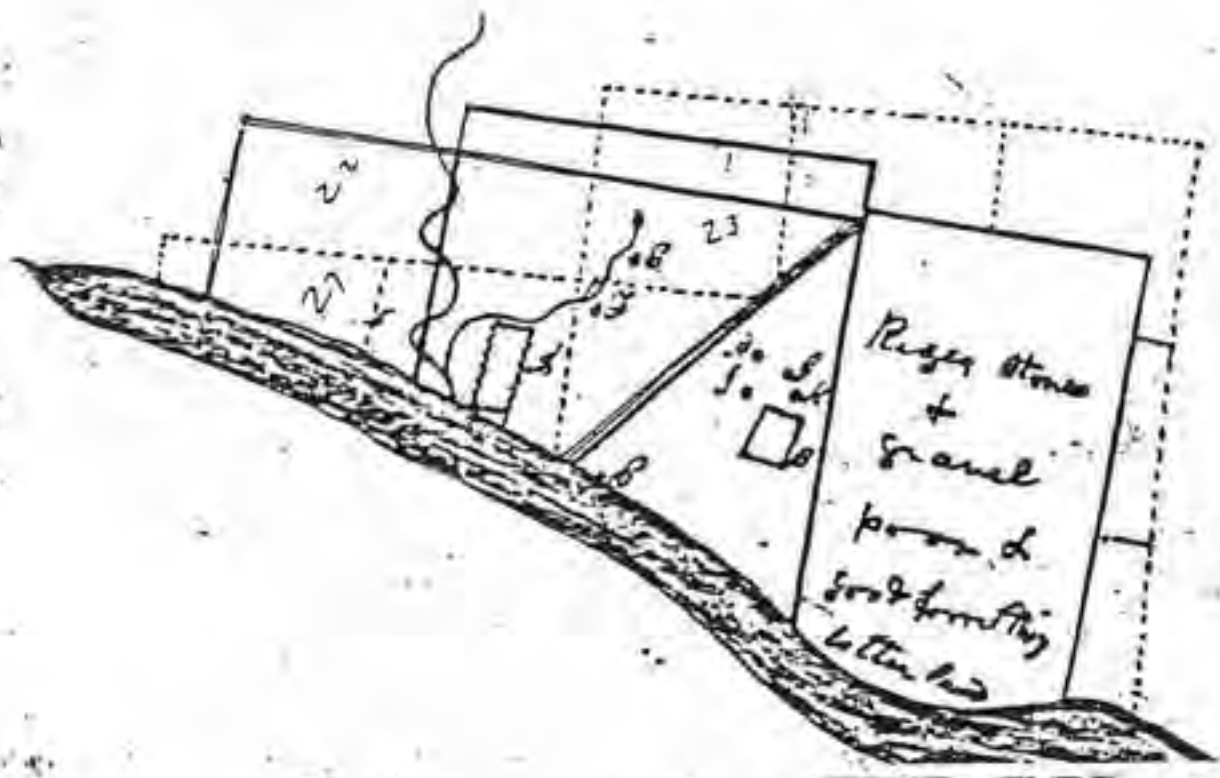
ESTIMATE OF REVENUE FROM AGENCY PROJECT

BASED ON 100,000 PEOPLE VISITED RED CLAY

50 % = 50,000 eat 2 meals \$5 ea. =	\$500,000
10% = 10,000 stay 1 nite \$30 =	\$300,000
25% = 25,000 buy \$10 gas in area =	\$250,000
10% = 10,000 spent 2 addition meal =	\$100,000
10% = 10,000 spend addition \$20-misc. =	\$200,000
1% = 1,000 spend addition nite \$30 =	\$ 30,000
1% = 1,000 buy \$20 on souvenirs =	\$ 20,000
	<hr/>
	\$1,400,000



NAME	NO	NAME	NO	NAME	NO	NAME	NO
RATLEY, WALLACE	4	SCRAPER	4	MURPHY, ARCH	12	FOREMAN, JACK	* 3
DEER COMING	5			REESE, JOHNSON	2	FOREMAN, JOSEPH	* 1
OOTEAH	7	RED CLAY		MURPHY, WOLF	10	FOREMAN, CHARLES	3
JOHNSON	2	HARE, QUATIE	7	McLAUGHLIN, A.	4	RAY, STEPHEN	* 4
WHIRLWIND	8	CHRISOLM, JAMES	* 3	McLAUGHLIN, B	3	POOR BEAR	2
THE HUNTER	11	MILLER, AVE	* 6	BROWN, JAMES	4	RIGBY, JAMES SR.	5
HOSES	5	FEATHER	8			RIGBY, THOMAS	5
THE DOG	3	TIMPSON, DAVID	7	CANDYS CREEK		RIGBY, WILLEY	1
WATERS, PEGGY	6	SMITH, SAM	14	FOREMAN, THOMAS	16	SEABOLT, JOHN	* 5
THE DOCTOR	5	BALLARD, SAMUEL	* 5	OLD FIELD	16	FOREMAN, BARK	* 7
READ, WILLIAM	* 1	TAYLOR, RUTHY	8	BRUNSWOLD, ALEX	8		
TIGRON	10	OTTERLIFTER, SUSY	3			HIVASSEE RIVER	
RIC JIM	2	CONNOR, WILLIAM	* 8	HOUSE CREEK		BARNES, THOMAS	* 3
PATH KILLER	4	DOWNING, DAVID	* 2	CANDY, GEORGE	6	ELDRIDGE, AILSEY	8
WHITTS, POLLY	4	HULKEY, JOHATHAN	* 3	WILLIAMS, WILLIAM	* 5	BALLARD, JOHN	2
ELYNE, JOHN	* 4	ROSS, JOHN	7	SEABOLT, H.	* 6	PATHKILLER, ARCHILLA	7
VANN, JAMES	* 4	CATAQUESKY	10			TENNESSEE RIVER	
SEABOLT, ADAM	5	BLACKFOX	3	GUNSTOCK		ELYNE, WILLIAM	* 6
JOINS, BETSY	2	TE OTE KESE	3	COLSTON, DANIEL	2		
MEVINS, WILSON	7	BACK WATER	8			HIVASSEE RIVER	
		KE CUT LRA	11	CANDYS CREEK		ELYNE, WILLIAM JR.	3
McHINN CO - CANDYS CR.		BOOTS, TOM	2	HAIR, CONRAD	8		
THE KNOB	2	TE EAS KA	7	TALLOSSAT	9	TEVESSE RIVER	
HOPKINS, D.B.	3	BOSTON	6	BLACKFOX	11	FIELDS, G.	9
WATERS, MICHAEL	7	RUSHING WAY	8	BEND ABOUT	11		
ORHAWAY	7	HUMAN KILLER	11	FOREMAN, SAHL.	5	HAMILTON COUNTY	
MYERS, EZEKIEL	6	TOO HA HALLA	8	CANDY, SAHL. SK. 115		FIELDS, EZEKIEL	* 5
HINDOGE	1	TU LUS YA SEE	8	BELLOW	7	FIELDS, JACK	* 3
LUCK, JACK	5	BUTLER, JOHN	5	TAHLCH	7	THORNTON, WILSY	* 3
GO CH CHEE	4	THOMAS, TOM	* 2	CRITTENTON, RUBY	1	GARDENSHIRE, JAMES	* 2
MR CABIN	8	CHA YA LA CREEK		CRITTENTON, ALSEY	6	MARSH, JOHN	* 4
ARKS, SAMUEL	* 11	DEER IN WATER	20	BOGGS, JOHN	14	FIELDS, HOSES	* 5
E TA HA	8	IUS US REE	4	FALLING BLOSSOM	3	RATLY, ALLEN	* 4
RINCE, JOHN	3			SHAKE, G.	8	YARNELL, JOHN	* 1
		TENNESSEE RIVER		BARRISON	2	VANN, JOSEPH	15
HIVASSEE RIVER		HCLAIN, JESSE	* 5	SRELL	9	FIELDS, GEORGE	* 7
STANDING TURKEY	10	CHA YA LA CREEK		McHINN COUNTY			
OBACCO JOHN	5	SEARS, JAMES	9	YOUNG DUCK	4	COLTEWAN CREEK	
BLACK BIRD	16	HARRY HOSE	5			WILCOXON, DAVID	* 3
		DEER IN WATER	4	CANDYS CREEK		MURPHY, JOHNSON	8
HOUSE CREEK		RICHMOND, SALLY	7	GOING SNAKE	9	TIMBERLAKE, BENJ.	6
ALKER, BETSY	1	ACORN, JOHN	20	FOURKILLER	10	RED BIRD	7
ARLIN, DAVID	* 3	MURVELL, G. H.	* 1	CHAMBERS, MAXWELL	* 10	CIRMANAFA	3
HAIG, SAMUEL	* 3	PIPE, DAVID	3	GOTHARD, JOHN	3	SUTTON, BETSY	8
TAYLOR, ANDREW	* 5	CORN TASSEL	5	AARON	6	TIMBERLAKE, CHARLES	9
ALKER, EMILY	* 4	WATTS, CAPTAIN	10	DEER IN WATER	4		
WYFIELD, JESSES	* 8	UDIA NASITA	7	CUCH COWIE	8	LONG SAVANNAH CREEK	
USHYHEAD, JESSEE	* 10	BOSS, LEWIS	* 7	CARY, SAML.	* 2	REESE, WILLIAM	1
USHYHEAD	6	FRICE, JAMES C.	* 1	PHEASANT	10	JOHNSON, ROMAN HOSE	7
LINGEN, ALEXANDER	* 5			CROW HOCKER	10	TWIN OVER	6
RIGBY, JAMES	1	HIVASSEE RIVER		AKINY	2	RATLEY, LIZSY	8
LAMACK	7	STANDING WATER	6	ADAIR, WILLIAM	* 2	OOTEAKER	12
WILEX, WILEY	5	SOON IN MORNING	* 4	BUSHY NANCY	7	DRY	8
HOUSE FLY	7	WALKING MAN	9				



State of Virginia

The undersigned, Highland River
 (state authorities) have annually to the town
 of the church giving on the eighth day of July an amount
 eight hundred and seventy - and, at their conclusion at the
 city of Washington on the twenty fourth day of February
 and thirteen hundred and nineteen, between the
 United States and the Cherokee Nation of Indians, having
 in one line of a John Spear six hundred and
 fifty acres of land on the north side of Highland River
 in the mouth of neck or second creek, conforming
 with the registration of his claim filed in the office of
 the church agent on the twenty eighth day of

To include the state
 when Tax is filed
 1837

Trail of Tears

Kingsport Times-Herald 58 Sunday
January 7, 1990

Route offers visitors look at grim journey Cherokees faced to Oklahoma

Tennessee Traveler

In 1838, the U.S. Government uprooted 13,000 Cherokee Indians from their native land and forcibly exiled them to Oklahoma territory, clearing the way for white settlement in what was left of the Cherokee Nation.

For the Cherokee, the dismal journey marked the fall of a once great and powerful people, "the Principal People" as they called themselves, a tribe whose vast territory had once spread over much of the southeastern United States. The cross-country march, much of it made during mid-winter, was an exodus of sorrow and despair — a "trail of tears."

Today, more than 150 years after the event, the State of Tennessee has commemorated the flight of the eastern Cherokee Nation with the establishment of the Trail of Tears State Historic Route. Developed by the Department of Conservation, the route represents the first facility of its kind. It enables motorists to closely follow the trail of the displaced native Americans, as much of the mud and gravel route is today paved highway.

The east-to-west route begins at Red Clay State Historic Area, in Bradley County near the Georgia border. It continues 260 miles across Middle Tennessee, ending at the old Gray's Inn (now the Stagecoach Inn) in Guthrie, Ky. The department has prepared preliminary maps of the route, and a more detailed self-guiding booklet is in the making. Interpretive programs are being developed at state parks and other historic areas along the way.

Red Clay is an appropriate starting

point, as the council grounds there served as the final capitol of the troubled Cherokee Nation from 1832 until removal in 1838. Several important meetings took place at Red Clay during those turbulent years, including the final council held in August 1837, the tribe's last desperate attempt to retain its homeland. The park now contains a museum-visitor center complex, a reconstructed Council House and model Cherokee farm.

A short loop on Highway 411 takes motorists by the gravesite of Nancy Ward, an influential figure whose courage and leadership earned her the title of "Ghig-hau," or "Beloved Woman," the highest office a Cherokee woman could attain. The site, now owned by the state of Tennessee, lies near the Ocoee River near Benton, Tenn.

Further north on 411 stands the small log structure known as Old Fort Marr. Originally used as a refuge for white settlers, it was one of 23 stockades used to confine the Cherokees during the grim months prior to removal. Fort Marr is the only remnant of these stockades remaining.

Travelers will learn history lessons along the route, for there are many sites that share in the Trail of Tears saga. Rattlesnake Springs, near Charlestown, was the final assembly point for the removal parties.

The Hare Conrad Cabin, near Cleveland, home of the leader of the first detachment to depart, is now on the Register of Historic Places. So is the Readyville Mill on Highway 70, which was in operation when the Cherokees passed through, and still grinds out corn meal. An alternate route, which

bypasses Metropolitan Nashville (the Cherokees passed through the heart of the city), leads past the Hermitage, home of Andrew Jackson, lending a touch of historic irony to the trip. As president, "Old Hickory" was a staunch advocate of forced removal, and in retirement he carefully monitored them from his Tennessee home.

Northwest of Nashville, the route passes the Port Royal Historic Area where a restored covered bridge spans the Red River.

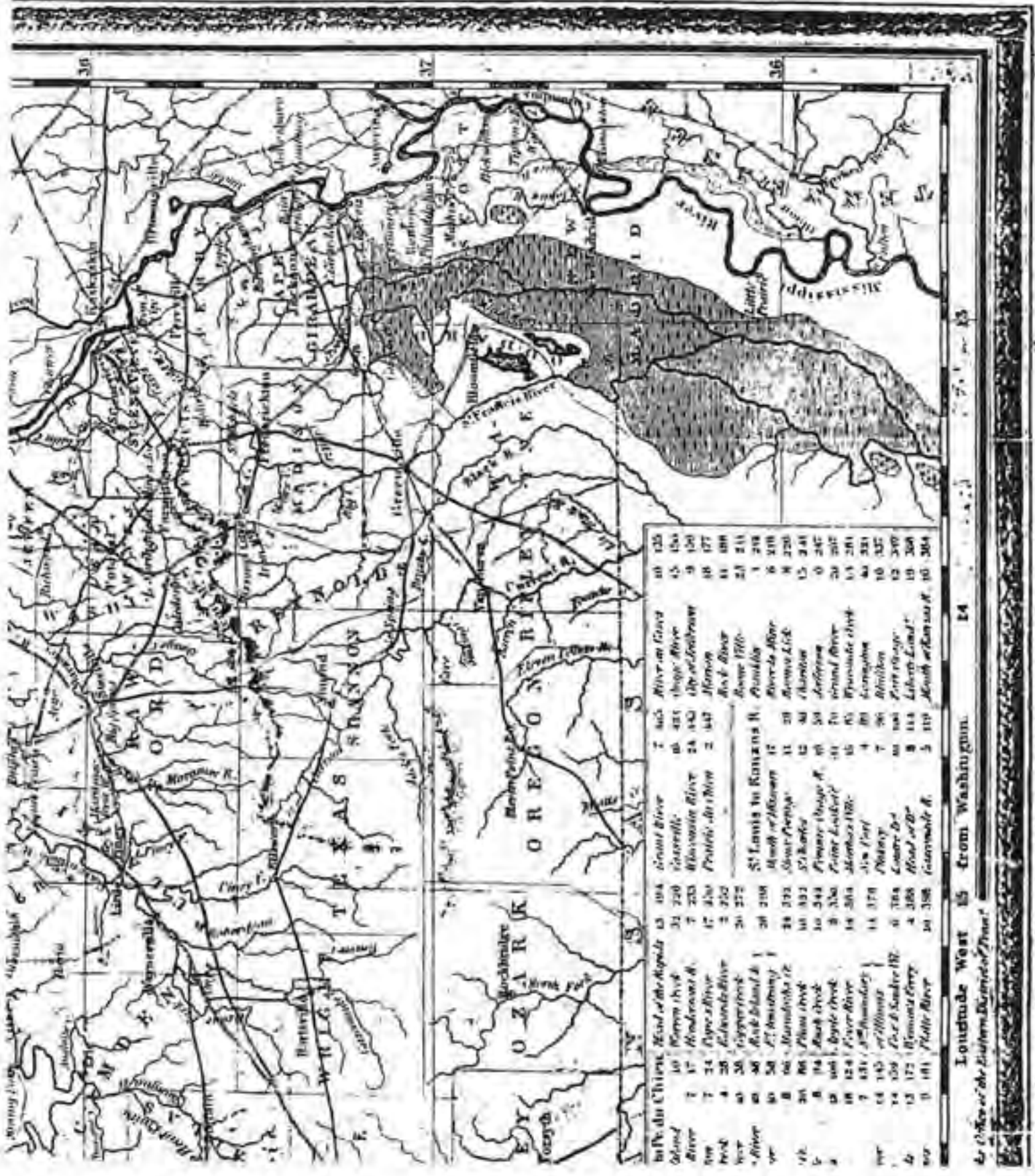
For the traveler with time on his hands, there is a great variety of recreational opportunities along the historic route. The Hiwassee and Ocoee Rivers in southeast Tennessee are popular with whitewater enthusiasts. Close to McMinnville, the route passes the Cumberland Caverns, second largest cavern in America. Short loops lead to Fall Creek Falls and Cedars of Lebanon State Parks, both of which offer accommodations and a variety of recreational facilities.

The route also connects hiking trail systems: the Cherokee National Forest, the Laurel Snow Picket Wilderness near Dayton, the Rutherford County Hiking Trail System, and several others, which are being developed.

For a self-guiding map of the Trail of Tears Historic Route, write the Trails Administrator, Division of Planning and Development, Tennessee Conservation Department, 2611 West End Ave., Nashville, Tenn. 37203.

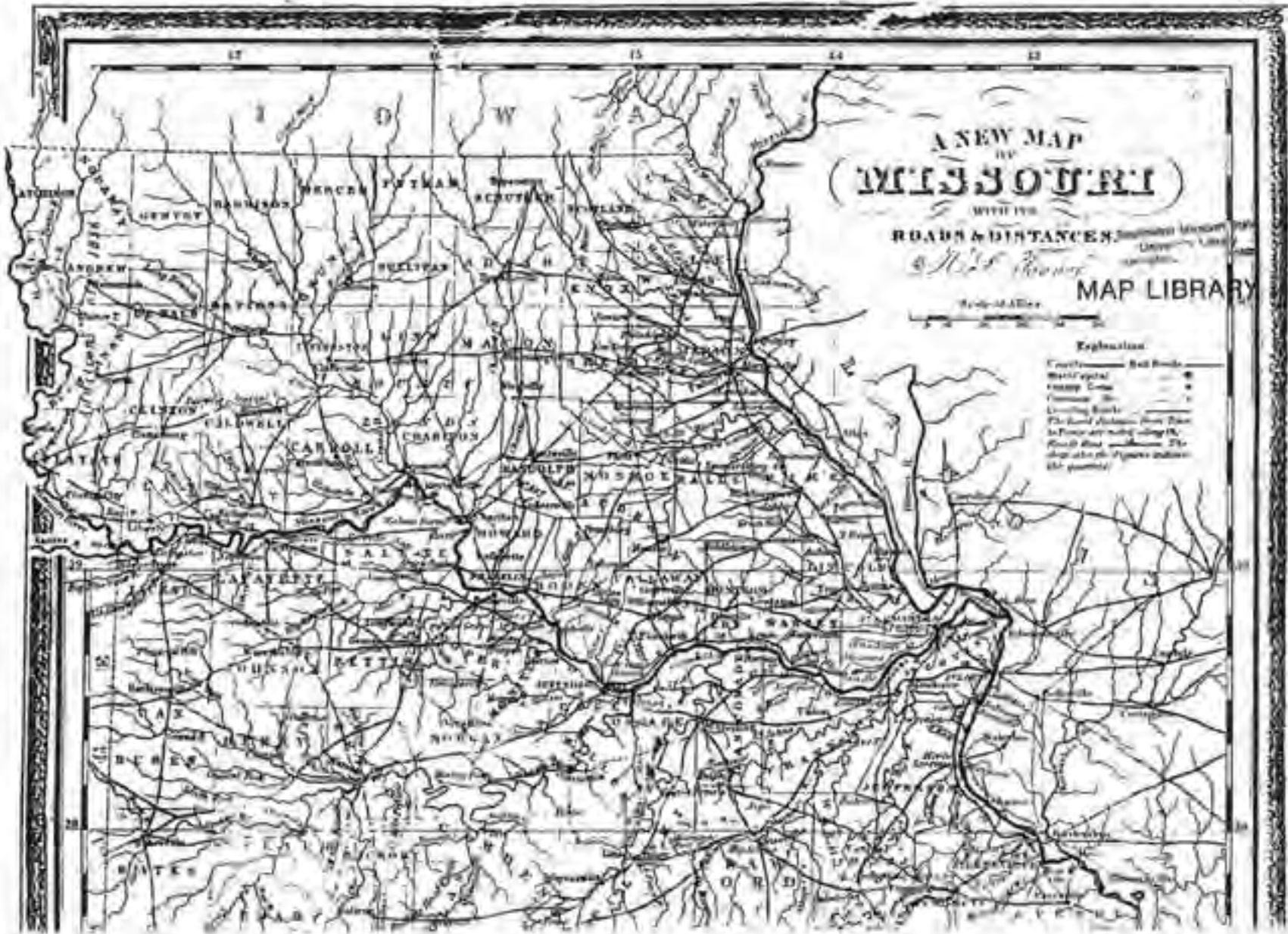
For information on the numerous historical and recreational sites along the route, contact the Department of Tourist Development, Room T, Box 23170, Nashville, Tenn. 37202.

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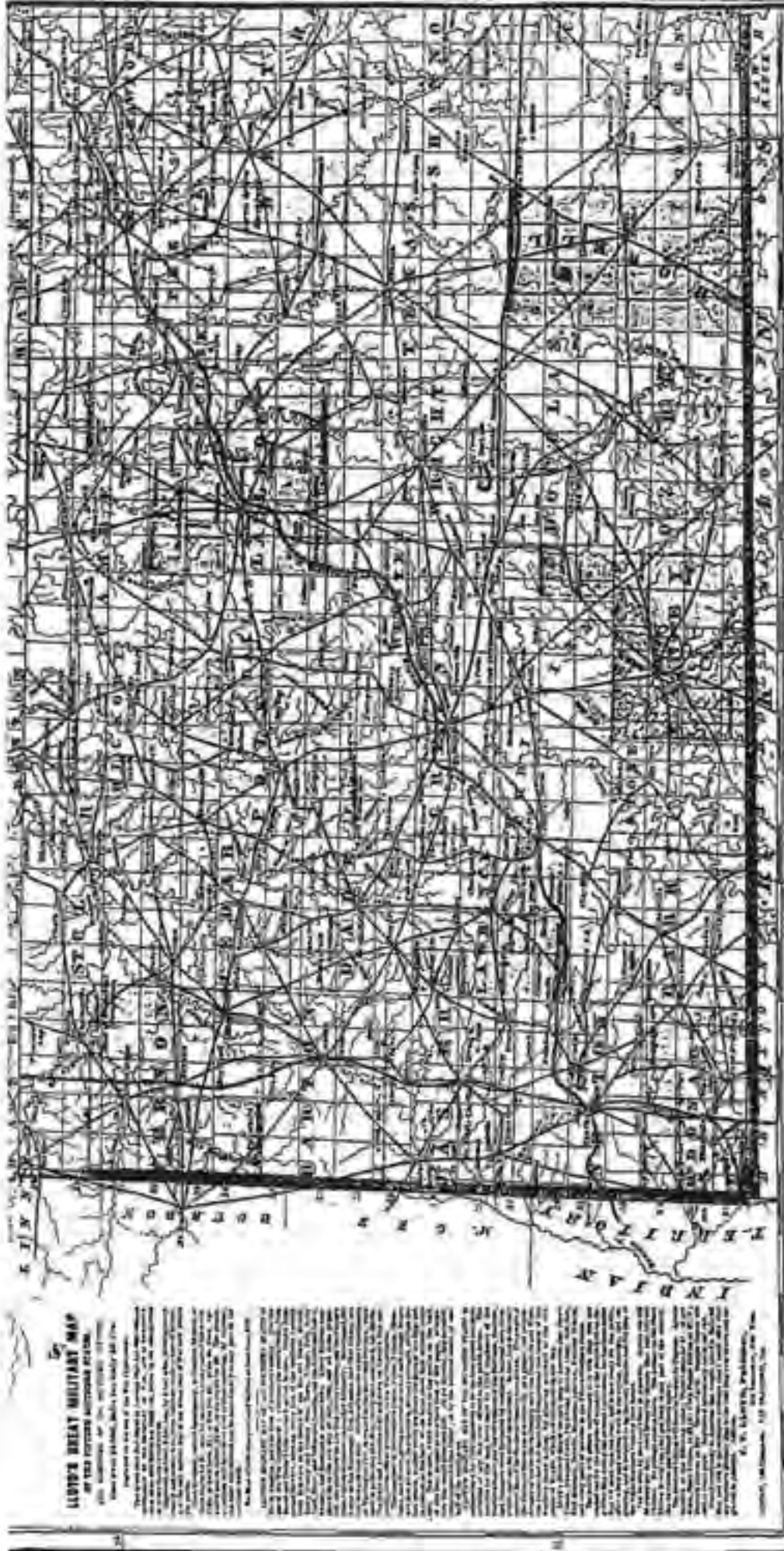


No.	Name of River	Head of Rapids	13	104	Great River	7	365	River on Coast	10	125		
10	Green River	10	220	10	431	10	431	10	125	45	154	
17	Arkansas R.	17	203	17	142	17	142	17	142	48	150	
24	Upper River	24	120	24	147	24	147	24	147	48	177	
26	Arkansas River	26	252	26	252	26	252	26	252	41	186	
30	Upper River	30	272	30	272	30	272	30	272	23	211	
36	Arkansas R.	36	218	36	218	36	218	36	218	6	218	
50	Arkansas R.	50	232	50	232	50	232	50	232	4	220	
66	Arkansas R.	66	332	66	332	66	332	66	332	15	241	
80	Arkansas R.	80	344	80	344	80	344	80	344	0	247	
104	Arkansas R.	104	350	104	350	104	350	104	350	20	207	
124	Arkansas R.	124	304	124	304	124	304	124	304	13	281	
145	Arkansas R.	145	171	145	171	145	171	145	171	40	231	
146	Arkansas R.	146	184	146	184	146	184	146	184	10	227	
156	Arkansas R.	156	208	156	208	156	208	156	208	12	209	
172	Arkansas R.	172	208	172	208	172	208	172	208	8	208	
181	Arkansas R.	181	388	181	388	181	388	181	388	5	119	
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LEWIS BEERY MILITARY MAP
OF THE EASTERN UNITED STATES

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 It is a military map of the Eastern United States, showing the railroads and telegraph lines.
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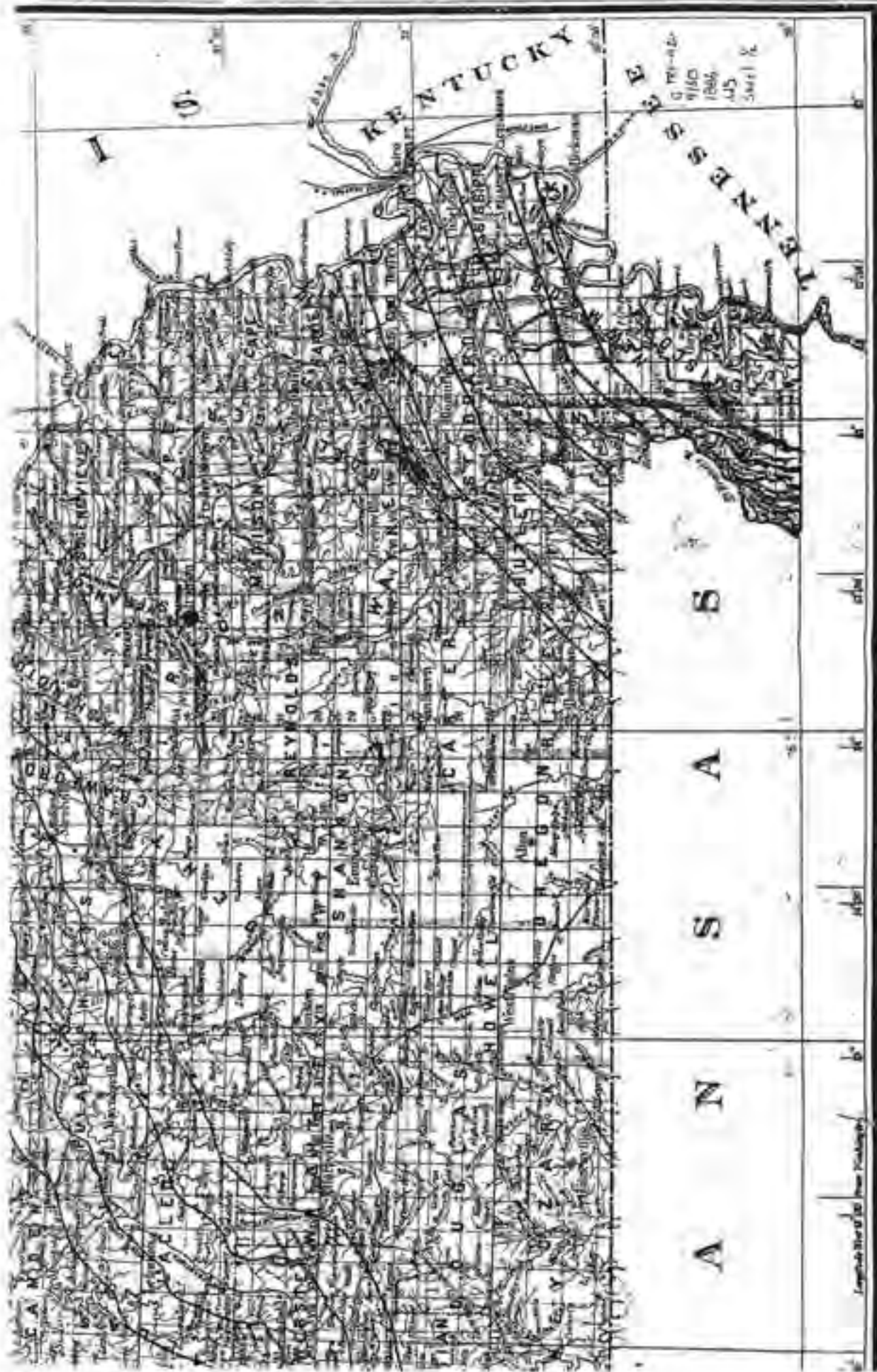
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Published according to an Act of Congress, in the fourth year of the said President Grant, in the month of July, 1875, in the District of Columbia, by the War Department, Washington, D. C.

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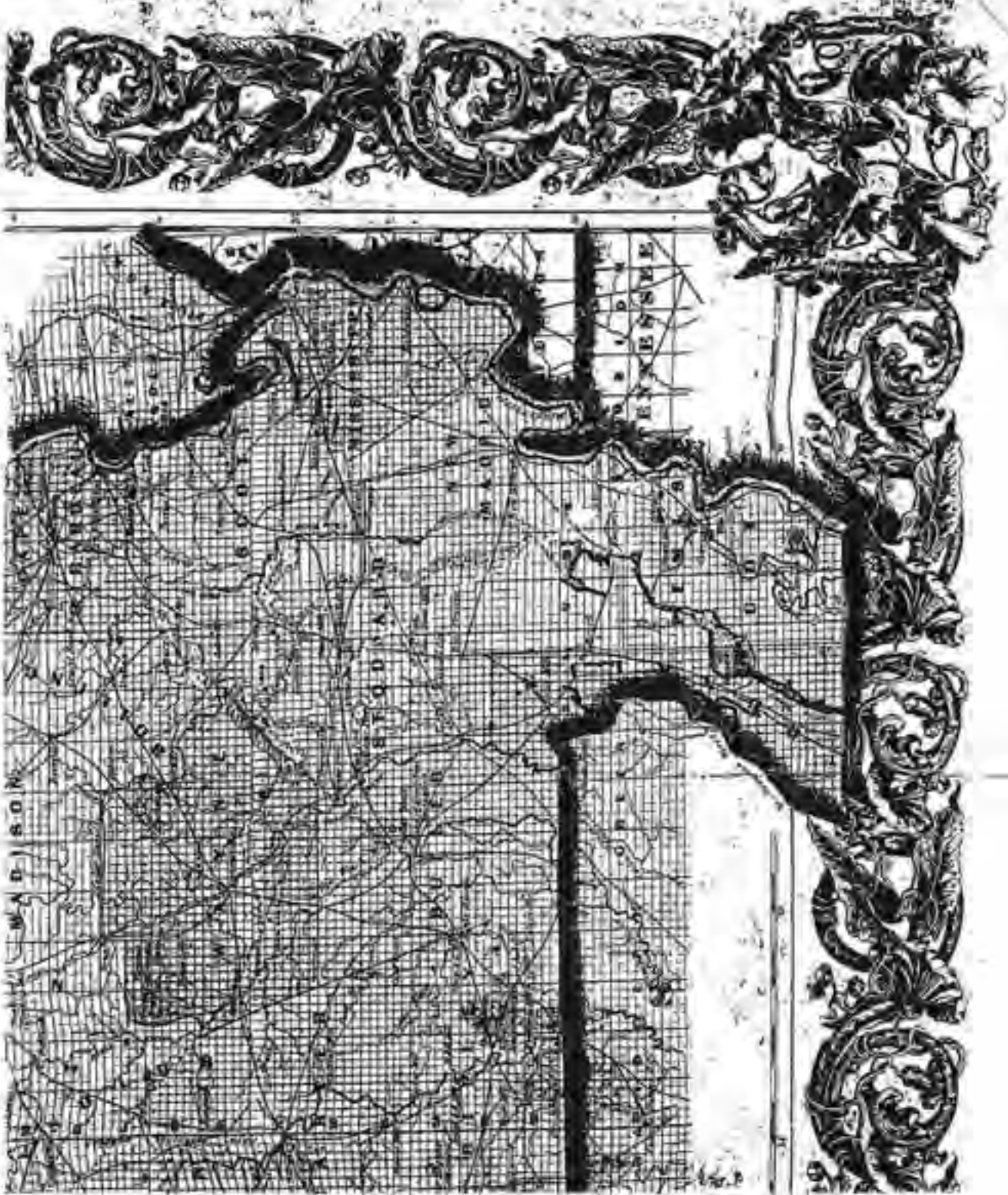


U.S. GEOLOGICAL SURVEY
WASHINGTON, D.C.
1886

A N S A S

Scale of Miles

100-100000
1910
1911
1912
1913

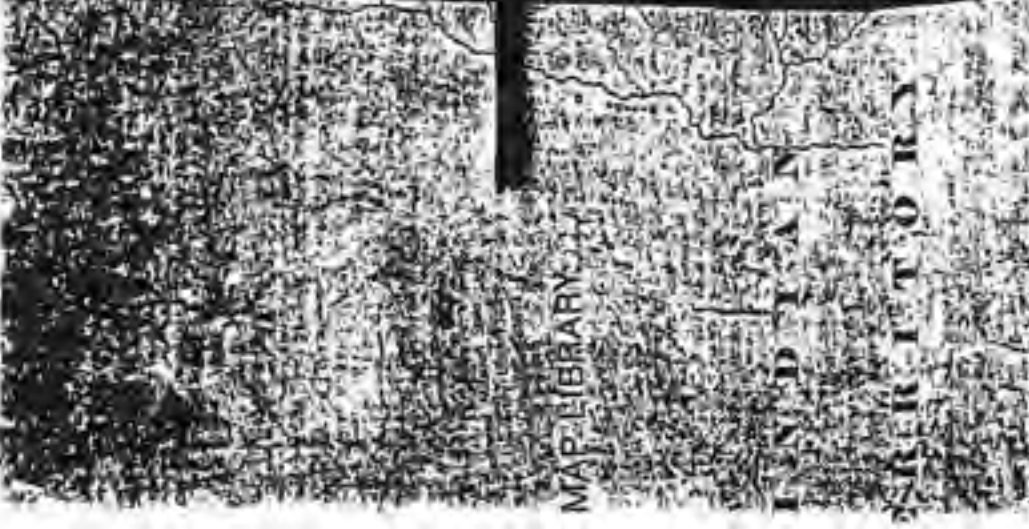
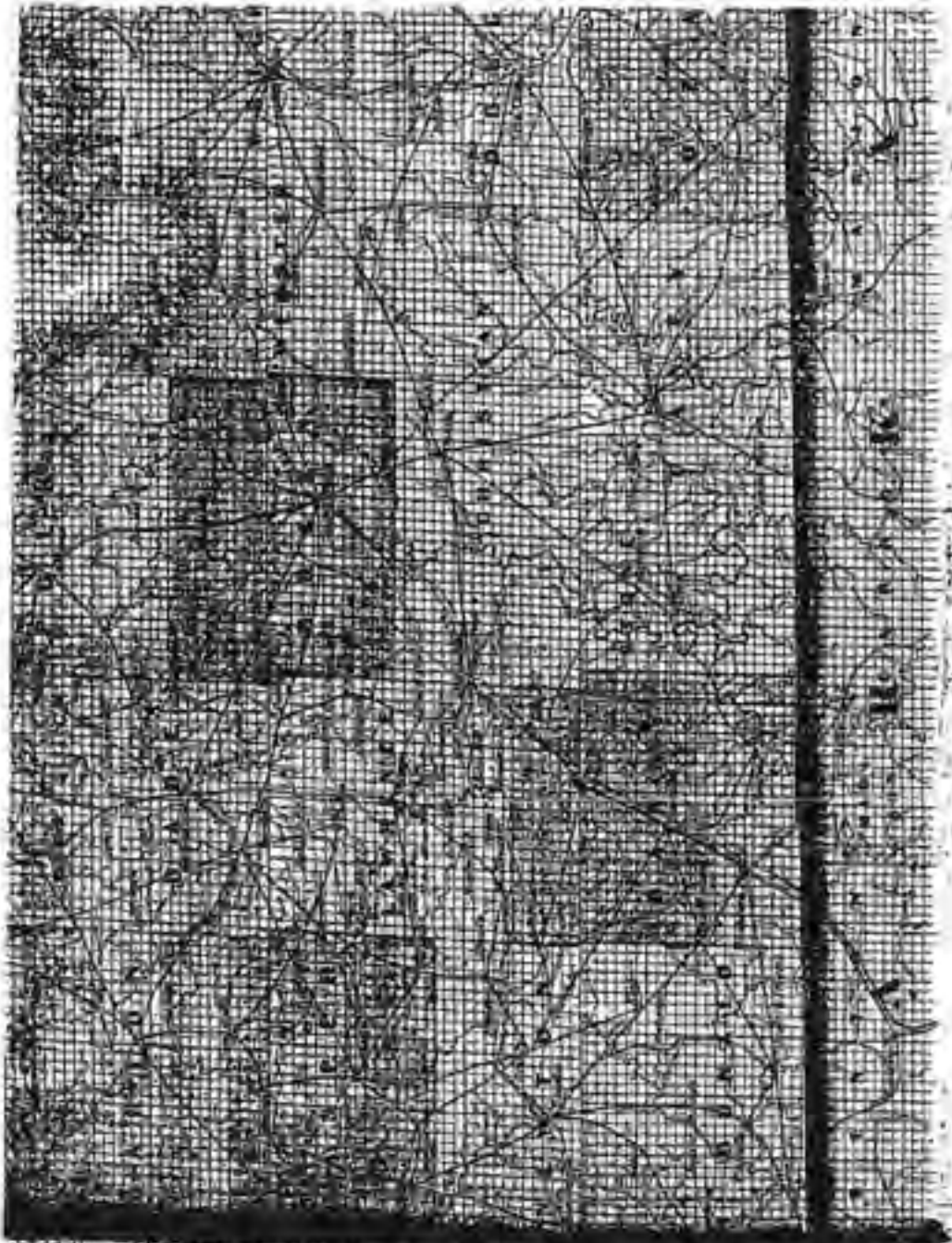


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1870

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