



State Scenic Route

**THE
TRAIL
OF
TEARS**

During the summer of 1977 the Tennessee Department of Conservation began implementation of the Trail of Tears as an element of the Tennessee Scenic Trail System. This system was authorized for development by the Tennessee Trails System Act of 1971 (TCA 11-1600). This trail is to re-establish the original route(s) over which the Cherokee traversed the state during their removal to the West in 1838. A planning intern position was funded to provide for preliminary research and planning work. As a thematic trail, the importance of developing a theme which can be interpreted and conveyed to the public cannot be over-emphasized. An extensive literature search and survey of historical accounts to re-create and authenticate the Cherokee emigration episode was the first step in the planning process.

There exists a seemingly infinite amount of secondary (published) material on the subject of the Removal. It was noted that there were several (at least five) separate, organized emigrations to Indian Territory in the West within a year.¹ Furthermore, amateur historians, and especially contemporary authors have, through the years, developed accounts of the Removal which have greatly confused this Cherokee episode.

In view of these conditions, it was decided early in the summer to focus on one particular part of the Removal - the overland exodus of thirteen thousand Cherokee organized under the leadership of Principal Cherokee Chief John Ross during the Fall of 1838. It was this emigration which eventually became known as the "Trail of Tears".²

Having narrowed the scope of the research somewhat, it was also decided that primary sources such as manuscripts and archival documents would produce the most objective accounts from which an authentic theme could be developed. From the outset it became evident that the theme of the project was central

to the creation of the trail and it would be imperative that this theme be based on facts, not popularly romanticized mythology.

What follows is a synthesis of various sources which purport to recount the 1838 Removal and the events leading up to it.

Historical Sketch

Most sources state that it is the Treaty of New Echota, made in Georgia in 1835, which resulted in the wholesale removal of the Cherokee Indians to Indian Territory in the West. In reality this treaty only provided a final impetus to a desire and policy on the part of the U. S. Government which was decades old. This policy (developed in the 18th Century and further defined during the Jefferson administration) was aimed at obtaining more and more land in the expanding Southeast for white settlers and also at avoiding the extermination of the Indians at the hands of the whites (as happened in New England and elsewhere in Colonial times).³ It was characterized by agreements such as the Treaty of Long Island (1776) by Col. Christian, acting for the Continental Congress, with the Cherokee and others which methodically reduced the original land claimed by the Cherokee east of the Mississippi to virtually nothing by the time the provisions of the New Echota Treaty were realized.⁴ It is the pursuit of this policy of regional extinction (demonstrated by the Act of Congress which provided for removal) and the deceptive method by which it was accomplished which remain the essence of the tragedy of the Removal of the Cherokee.

Although the tale of the Cherokee Removal began decades earlier, the New Echota Treaty represents an important milestone in that it provided for the

final and complete cession of eastern Cherokee land. Prior to 1835 the Cherokee occupied small areas in northern Georgia, northern Alabama, western North Carolina, and southeastern Tennessee. This area had been reduced from the millions of acres which were systematically stripped from the Cherokee through the series of "treaties" previously mentioned, although some legitimate treaties were made with the Cherokee.⁵

By 1830, Georgia, which had become the stronghold of the Cherokees, passed a law which divided the Cherokee land by lottery to be distributed to its white citizens.⁶ This law also contained provisions which served to stifle the Cherokee government, a sophisticated government based on a written constitution and modeled after the U.S.'s own system.

It was necessary for the officials of the Cherokee Nation to transfer their capitol from New Echota to Tennessee in order to avoid immediate collapse of their political organization. They moved the capitol to Red Clay in Bradley County, Tennessee in 1832.⁷

Principal Chief John Ross was to spend most of the next six years heading delegations and representing the Cherokees in Washington, delaying the exodus as long as possible. These efforts proved largely futile as the Jackson and Van Buren administrations adamantly insisted on eventual removal of the Cherokee, and other tribes, to the West in accordance with established national policy.

The New Echota Treaty was arranged between Rev. John F. Schermerhorn, who served on the national commission on Indian Affairs, and a small number of Cherokees.⁸ The events leading up to the Treaty and following are shrouded in

controversy (E. Raymond Evans of Chattanooga offers an interesting perspective of these events.)⁹ John Ross was still leading the Nation and his influence effected a virtual boycott of the treaty negotiations by the vast majority of the people. In order to conceal the lack of support at the meeting, a small committee of twenty members of the "Treaty Party" was selected and the treaty was signed December 29, 1835.¹⁰ The Cherokee people in full council at Red Clay unanimously rejected the treaty. In spite of this opposition of John Ross and supporters, the treaty was ratified by the Senate by a mere one vote margin.

The treaty's material provisions included the ceding of all Cherokee eastern lands, provision for lands in the West, and numerous other guaranties on the part of the U. S. Government.¹² Interestingly enough, it also provided that:

Such Cherokees as are averse to removal west of the Mississippi and desire to become citizens of the States where they reside, if qualified to take care of themselves and their property, shall receive their proportion of all personal benefits accruing under this treaty for claims, improvements, and per capita.

Such heads of Cherokee families as desire to reside within the States of North Carolina, Tennessee, and Alabama, subject to the laws thereof and qualified to become useful citizens; shall be entitled to a pre-emption right of 160 acres at the minimum Congress price, to include their improvements.¹³

With the exception of a small contingency of Cherokee who settled in North Carolina, the Nation disregarded this opportunity and elected ultimately to remove.

Soon after the treaty, members of the "Treaty Party" and others began emigrating to the West.¹⁴ A clear division between these people and the

"Ross Party" had developed. Animosity was reflected in the fact that many of the original signers of the New Echota Treaty were eventually murdered for their part in the Treaty.¹⁵

The three years between the 1835 treaty and final removal in the Fall of 1838 was marked with a great deal of confusion and indecision for most Cherokees. John Ross maintained his insistence that the Nation ignore the mandate of the treaty and stay put.¹⁶ Although his influence diminished somewhat, the majority stood by him while he futilely protested to Washington. Ross, an intelligent, educated man who was politically experienced must have recognized that removal was a foregone conclusion for some time. Still, he convinced his people that there was hope. It is argued, and with a great deal of merit, that Ross's refusal to acquiesce and prepare the remaining thousands of his followers for the removal was largely responsible for the ensuing misery and hardship.¹⁷

By 1838 only a fraction of the Nation had complied with the provisions of removal to the West. During 1837, a couple of parties were transferred under government controlled emigration. The first party was conducted by Dr. John Young and transported the people by steamboat from Ross's Landing (present day Chattanooga) to Decatur, Alabama, by train to Tuscombia, Alabama, and from there back up into Tennessee and onto Arkansas by steamboat and keelboat.¹⁸

A second party was conducted by B. B. Cannon in the Fall of 1837 and used an overland route which was later followed by the Ross Party.¹⁹

During 1838, Lt. Edward Deas managed two more parties, one under government supervision, while the other was a free Cherokee emigration of members of the Treaty Party.²⁰

Previous parties' experiences had indicated that water travel to the west was less exhausting and hazardous than overland routes. However most of the remaining Cherokees preferred overland travel. Along with word of the sickness and mortality associated with these early emigrations by water, a severe drought was reported and water travel was ruled out.²⁸ Several chiefs appealed to General Scott to suspend the removal until Fall. Upon John Ross's return from his last fruitless trip to Washington prior to removal, the Cherokee Nation proposed that further removal be placed under their own supervision and General Scott readily agreed that they handle the job themselves.²⁹ Ross assumed the title of Superintendent of Removal and Subsistence and promptly assigned the lucrative contract to furnish transportation and provisions to his brother, Lewis.³¹ There remained approximately 13,000 Cherokees to be removed. General Scott had approved an allowance of \$65 per head for removal; this figure was sharply criticized by the Secretary of War and retired President Jackson, who closely monitored the Removal from the Hermitage.³² Earlier movements had been made at a fraction of this cost. Scott defended the allowance as being fair and in the interest of expediency.

The "Ross Party" met for a final council at Rattlesnake Springs, near present day Charleston, Tennessee, and resolved to retain their old laws and constitution in the West. This final council was held in August, 1838.

The removal that followed in the fall resulted in the emigration of 13,000 people and the conclusion of the Cherokee's presence in the East, with the exception of the few that escaped capture and fled to North Carolina. They were divided into 13 detachments, each of which had two conductors, at

least one physician and other persons hired by Ross to manage the trips. Nine parties in October and four in November departed from Rattlesnake Springs and nearby stockades; all parties used basically the same route.³⁴ John Ross and his family, along with some of the more affluent and influential members of the Nation and those too old and/or sick to make the overland journey (some 250 in all), did not travel the "Trail of Tears" but rather went West by private steamship in December, 1838. Ross's own wife Quatie succumbed enroute and was buried in Little Rock.³⁶

Route determinations { The route varied at points due to the road conditions and available passes but essentially followed the same corridor across Tennessee. The route described in this report was determined by a synthesis of sources—the Matthew Rhea Map of Tennessee, 1832 (showing primary and stage roads), Myer's map of Indian Trails (the groups stuck close to the historic "Black Fox Trail"), diaries of missionaries, B. B. Cannon's journal (concerned with an earlier movement), and some published sources.

The route is described as follows: From Charleston and other assembly points, along the Hiwassee River on both sides to Blythes Ferry on the South and another ferry on the north where they crossed the Tennessee River. The two routes merged slightly north of the crossings and passed through Smith's Crossroads (now Dayton) along Lone Mountain, across Walden Ridge by way of Morgan Springs, and down Lloyd's Gap into the Sequatchie Valley. They continued west crossing the Sequatchie River about five miles south of Pikeville and then crossed the Cumberland Plateau dropping down through Myer's Cove on the west slope into McMinnville. From there they continued almost due west through

Woodbury and Readyville into Murfreesboro. Here they picked up another stage road which closely followed the historic Nashville-Saline River Indian Trail. They followed this trail northwest through Nashville, crossed the Cumberland River and continued through Coopertown, Turnersville, Port Royal and on to Hopkinsville, Kentucky by way of Gray's (presently the Stage Coach) Inn. Heading west they crossed the Ohio River at Golconda and the Mississippi just above Cape Girardeau.

X. Details of the trip west are very sketchy. People who have done extensive research into the Removal agree that there was no description of the episode by any Cherokee whatsoever. Since the major removal was handled entirely by John Ross and the Cherokees themselves, there is likewise no official report from the U. S. Army except two accounts by a Lt. H. L. Scott who reported from McMinnville in October of 1838. General Scott wrote occasional letters to Secretary of War Poinsett giving indications of the route and timing of the march. B. B. Cannon provided a brief journal regarding the party which he conducted in 1837 and Daniel Butrick, a missionary who accompanied one group, also kept a diary of the events. Another account by H. B. Henegar, a citizen of Charleston, Tenn. who accompanied one group, also gives a sketchy account. Additionally, contemporary newspaper accounts mention points along the route. These are virtually the only accounts which are available on the Ross movement and their paucity (and the fact that this Cherokee Removal episode has been popularized, romanticized, and mythologized as to render most accounts useless from an objective standpoint) forces the route planner to temper any recount with a great deal of supposition.

The following listing of the parties is from John Ross's personal file and probably represents the most authentic account known:

| <u>No.</u> | <u>Conductor</u> | <u>Start</u> | <u>Arrived</u> | <u>Days</u> | <u>No. at Start</u> | <u>No. on Arrival</u> |
|------------|--|--------------|----------------|-------------|---------------------|-----------------------|
| 1. | Elijah Hicks | 4 Oct. 1838 | 4 Jan. 1839 | 93 | 858 | 811 |
| 2. | John Benge | 1 " " | 10 Jan. " | 102. | 1103 | 1132 |
| 3. | Daniel Colston | 5 " " | 19 Jan. " | 107 | 729 | 700 |
| 4. | Sittuakee/ Evan Jones | 19 " " | 4 Feb. " | 109 | 1200 | 1250 |
| 5. | Capt. Old Field/ Stephen Foreman | 22 " " | 25 Feb. " | 125 | 882 | 983 |
| 6. | Jesse Bushyhead | 16 " " | 24 Feb. " | 132 | 950 | 850 |
| 7. | Chooalooka | 27 " " | 1 March " | 126 | 1200 | 1150 |
| 8. | Moses Daniel | 23 " " | 2 March " | 131 | 1035 | 965 |
| 9. | James Brown | 31 " " | 5 March " | 126 | 850 | 850 |
| 10. | George Hicks | 4 Nov. " | 14 " " | 131 | 1050 | 1110 |
| 11. | John Drew (Steamship, not Overland). | 9 Dec. " | 17 " " | 99 | 153 | 245 |
| 12. | Richard Taylor | 5 Nov. " | 25 " " | 140 | 1000 | 971 |
| 13. | Peter Hilderbrand | 7 " " | 25 " " | 139 | 1631 | 1766 |

TOTALS:

12,623 12,783

The legend of the "Trail of Tears" is a sad one and represents a dark page in American history. It is a legend, however, and like most legends has been greatly exaggerated and confused. As stated earlier the true tragedy lies in the concept

of cultural extinction and the methods employed in driving a complete nation of human being from their home. Unlike mobile American society, the Cherokee cherished their homeland and the graves of their ancestors to a degree which defies contemporary understanding. The Cherokee concept of property was tribal (common property) as opposed to the white man's concepts of private property rights.

There can be no mistake but that it was the white man's greed and quest for land which forced the removal and resulted in much death and misery. But beyond this, a great deal of the responsibility should rest on the shoulders of the men (chiefly John Ross) who refused to face the reality of removal. As offensive as the matter was, its execution was apparent long before the majority of the victims were so informed, and it is doubtful that the toll of death and misery would have been so high had the Cherokee people been prepared in time. Although there is a wide range of figures on how many Cherokees died as a result of the Removal, most died before and during their confinement in stockades just prior to removal. Most of the deaths were related to disease, stemming from malnutrition because they were unable to adapt to the Army diet. It should be noted that John Ross was provided with adequate money to purchase food for the people and could have varied this diet. Interestingly enough, as John Ross' own listing indicates, the Cherokee arrived in the West with 160 more people than they left with.

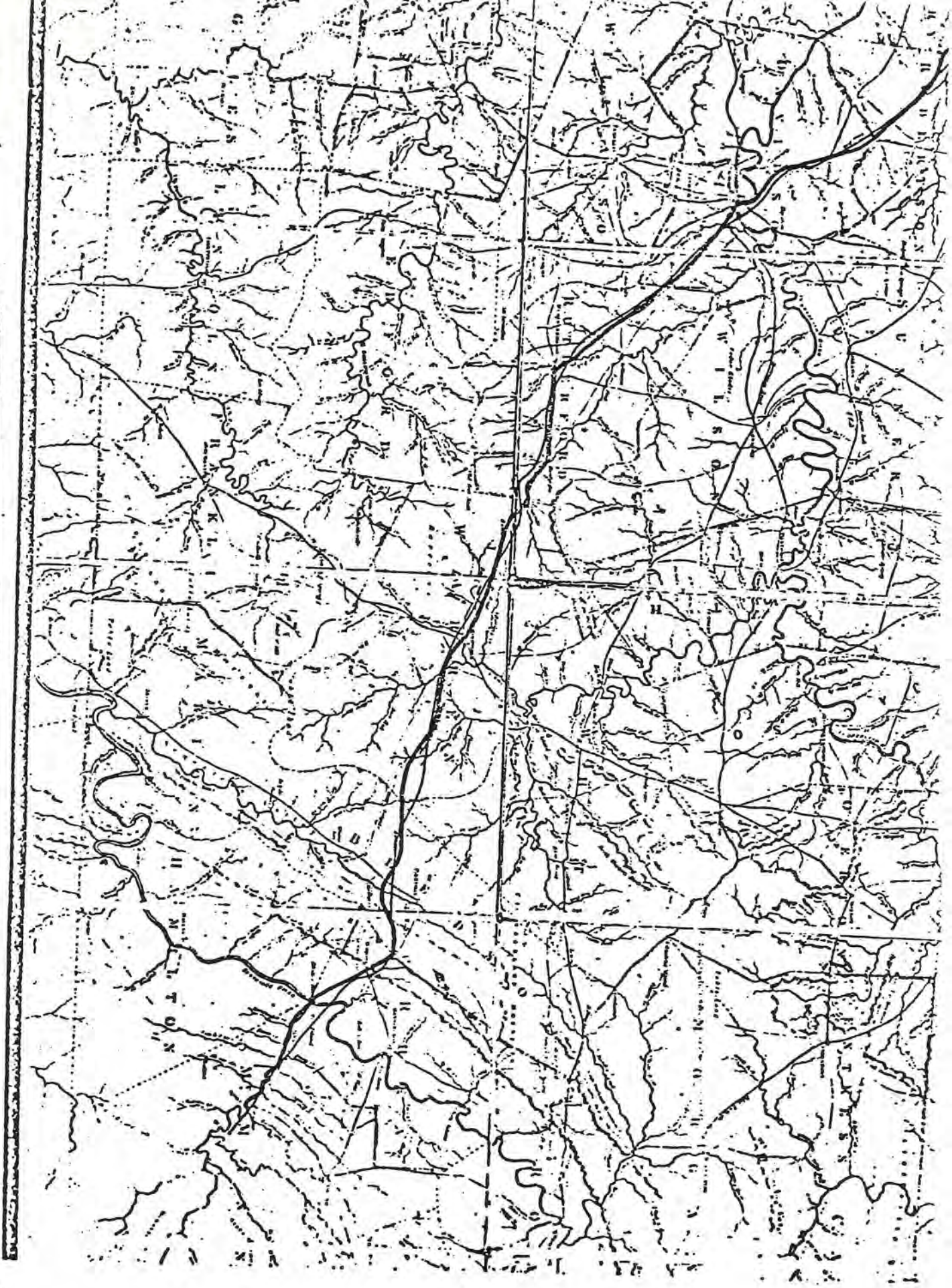
Route Determination

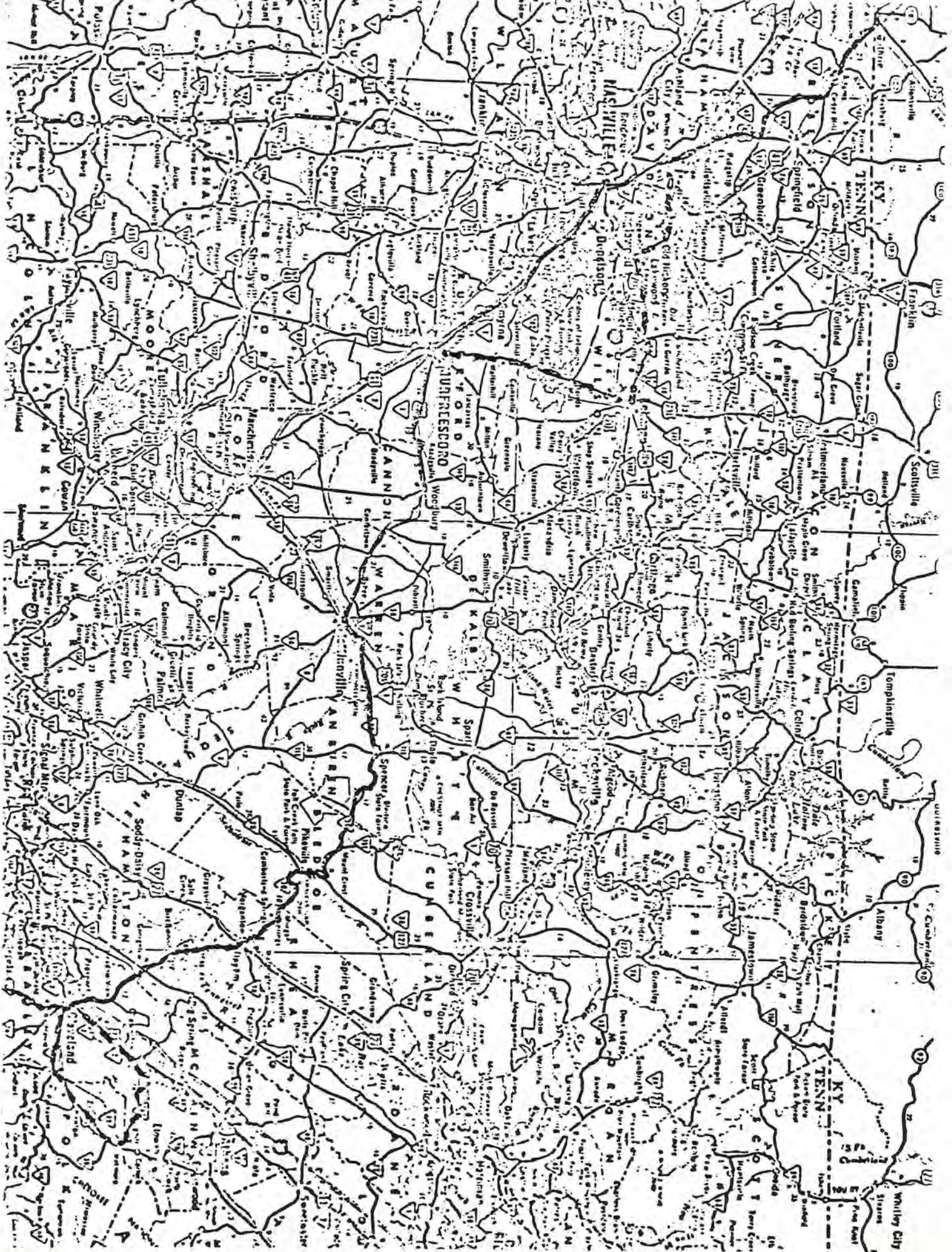
During the course of the historical data gathering and interpretation a fairly general idea of the route was established. With the general description of the routes from published sources and more specific diary accounts, the route was plotted on the 1832 Matthew Rhea Map of Tennessee (Exhibit 1). This map served as a base map during initial stages in the route determination. The Cherokees followed established stage and federal roads for the most part and these roads are reflected on the Rhea map. The route plotted on this map was verified by overlaying another route, the Black Fox Indian Trail as shown in William Meyer's book, Indian Trails of the Southeast. Several accounts mention that the Cherokees followed this trail across Tennessee in the Removal.

To refine the location of the route, this information was brought up to a larger, more manageable scale by transposing the route to 7-1/2 minute topographical maps. The Cherokees, following these existing roads, usually made camp in large clearings near streams. These roads, or remnants of roadbeds would generally appear on the topo maps, sometimes as trails. Additionally, the springs and streams could be located easily. The topo maps served as working maps throughout the remainder of the project.

After the general route was scaled on the topo maps it became a matter of getting out in the field and working at the local level. A preliminary list of people known to be interested in the Trail of Tears (including county historians) was made and a form letter (Appendix 1) was sent to each, requesting their aid and asking for the names of others who might be of assistance. From those who responded to the letter, the people who lives in communities through which the route passed were again contacted.

Exhibit 1 - Mathews River Map of Tennessee 1852





By August, communication had developed to the point that virtually every section of the trail was represented by a group of people genuinely interested in the project. All correspondence was promptly answered and meetings were arranged in the various counties. Another form letter (Appendix 2) served to provoke interest and request further assistance. Within a two week period meetings were held with scores of groups and individuals. These sources produced a wealth of information at the local level, and usually culminated in a guided tour of the original route through each county with many relevant points of interest being identified. Often times this information would either re-enforce or disprove other published versions. In this manner, the route was defined and the authenticity of many sites and points of interest was verified. These places were plotted directly on the topo maps.

Form and Alignment Decisions

Trail Form

As previously mentioned, many state and county roads inherently evolved from the old stage and federal roads. This was particularly the case with the roads used by the Cherokees in their removal west. When the route depicted on the 1832 Matthew Rhea Map was overlaid on a current Tennessee Highway Map (Exhibit 2) it revealed that about 80% of the original route was covered by a modern state road. This factor was instrumental in determining both the form and alignment of the trail. Since the route lay on major roads and passed through several highly developed areas a hiking trail was ruled out. Traffic volumes and the absence of existing bike lanes precluded its development as a bike route.

Thus it was decided that the Trail of Tears should be developed as a scenic route. Such a route, once designated and approved by the Tennessee Legislature, is marked with appropriate markers, and highway advertising and junkyards are amortized and removed within three years. There are certain areas of the state where billboards and similar roadside distractions, commonly associated with strip commercial development, abound to the degree that enforcement of scenic route conditions would be impossible. Fortunately, this was found not to be the case in the routes selected for this project. Another point in favor of developing the Trail of Tears as a scenic route was that its rural, relatively uncluttered nature lends itself to such development. After several reconnaissance trips along the route it became evident that only a few sections will present enforcement problems. The routes recommended for scenic route designation are: Highway 60 from Red Clay to Dayton, Highway 30 from Dayton to intersection of 70S east of McMinnville, Highway 70S from McMinnville to Murfreesboro, Highway 231 from Murfreesboro to Lebanon, Highway 70N from Lebanon to Old Hickory Blvd., Highway 431 from Whites Creek to Washington Road intersection in Robertson County.

Final Trail Alignment

Determined that the Trail of Tears could best be implemented as a scenic route, the next step was to select points of interest to be included and to decide how each would be integrated into the route. Many points were identified and the ones which are recommended for inclusion in the route appear in Exhibit

Since the scenic route is by definition a motorized route, attractions will have to be arranged as spurs or loops unless they are located on the route itself. In areas where the point of interest is remote or inaccessible

to automobiles they can be reached by hiking loops. This will be the case in the areas which are recommended for state acquisition.

As mentioned previously, the Trail of Tears was authorized for development by the Tennessee Scenic Trails System Act of 1971. This Act provides for the development of trails across the State for foot, horse, and bicycle use. During the preparation of this feasibility study, it was found, however, that the development of the Trail of Tears for these three modes of travel is not appropriate. This is primarily due to the fact that so much of the historical route of the trail is now overlain by various county, state, and federal highways.

Since the Tennessee Trails System Act was the primary emphasis for the re-establishment of the Trail of Tears, a very positive effort has been made to locate as many trail based recreation opportunities along the Scenic Route as possible. These trail opportunities include the trail system within the Cherokee National Forest, the Bowaters Southern Paper Corporation's Laurel Snow Pocket Wilderness Trail, the proposed trail system located near Cumberland Caverns, the existing trail facilities at Fall Creek Falls State Resort Park, the Rutherford County Bicycle Touring System, the Percy Priest Reservoir Trail System, Cedars of Lebanon State Rustic Park Trails, the Cumberland, John Muir State Scenic Trail, the proposed Pilot Knob Trail in Murfreesboro, and the trails at Port Royal State Historical Area. These trail facilities will offer the traveler along the Trail of Tears State Scenic Route with interesting and educational trail opportunities. The Trail of Tears Scenic Route itself will be the thread that links the trails and other types of recreation historical facilities together.

These trails and other facilities which are recommended for inclusion along the Trail of Tears State Scenic Route appear in Exhibit 4.

Exhibit 3

The following points of interest are recommended for inclusion in the Trail of Tears Scenic Route:

- ~~Fred~~ ^{Red} Clay Council Ground and Spring
- Nancy Ward Grave, Benton
- Old Fort Marr, Benton
- H. B. Henegar House, Charleston
- Hare Conrad Cabin, Cleveland
- Blythe's Ferry, Rhea County
- Hiwassee Garrison Site, Rhea County
- Return Johnathan Meigs Grave, Rhea County
- Morgan Springs
- Kiuka Road (old federal road) Morgan Springs
- Cumberland Caverns, McMinnville
- Shellsford Baptist Church, Cemetery, and Old Mill Site
- Readyville Mill
- Village of Readyville
- Old Roadbed, Pilots Knob, Readyville
- The Hermitage
- Halfway House, Turnersville
- Norfleet Mill, Stroudsville
- Harmony Church, Port Royal
- Stagecoach Inn, Sutherie, Ky.

Exhibit 4



The following recreation areas are recommended for inclusion in the Trail of Tears Scenic Route:

- ✓ Red Clay State Archaeological Area - hiking, interpretation, day-use
- Hiwassee State Scenic River, Highway 411 - canoeing, day-use, swimming, camping
- Cherokee National Forest - hiking, camping, swimming, day-use
- Bowaters Pocket Wilderness, Dayton - Laurel-Snow Falls hiking trail, day-use
- Rhea County Park, Dayton - day-use
- John Muir State Scenic Trail (proposed) - hiking, backpacking
- Cumberland State Scenic Trail (proposed) - hiking, backpacking
- Bledsoe State Forest - picnic, hiking
- Fall Creek Falls State Park
- State Arboretum at Harrison Ferry Mountain (proposed)
- Collins State Scenic River, McMinnville - swimming, day-use
- Cumberland Caverns, McMinnville - sightseeing, hiking, day-use
- Rutherford County Bike Trail System
- Rutherford County Hiking Trail System
- Percy Priest Lake - hiking, water sports, camping, day-use
- Cedars of Lebanon State Forest and Park
- ✓ Port Royal State Historical Area - interpretation, day-use

X In addition to linking the route with these facilities, it was diverted somewhat to link Fall Creek Falls and Cedars of Lebanon State Parks and other state owned facilities. Although this was done occasionally at the expense of deviating from the original route it was deemed desirable for aesthetic or recreational reasons. For instance, an alternative route via Cedars of Lebanon State Rustic Park entailed a slight deviation from the original trail but will allow the motorist to avoid the strip development and congestion which would accompany the route through Nashville. It will also provide access to the recreational facilities located at the Rustic Park. The cities of McMinnvil and Murfreesboro were bypassed for similar reasons.

X There were, therefore, tradeoffs to be made in terms of alignment. The importance of sticking strictly to the original route was weighed against the quality of the experience in terms of aesthetics and recreation opportunities. It should be noted that at no time was the original route ignored, it would simply be suggested that an alternative route be taken. The historic purist would be able to follow the Trail from Red Clay to Port Royal exactly if they so desire.

Property Evaluation

Another important factor to be considered in the route alignment was the presence of public lands, rights-of-way, and private scenic and recreational opportunities which could be included. For this information, several public and private agencies were contacted.

Public Properties

A complete inventory of state owned lands was made and anything which came within thirty miles of the original trail corridor was noted and plotted on the topo maps. The same procedure was followed in identifying and plotting Army Corps of Engineers lands.

In areas where the Tennessee Valley Authority had a presence a complete set of TVA property maps was obtained for that area. These maps show not only TVA land but also depict the property lines and property owners names of other large tracts near the corridor. This information will also become important when private opportunities for acquisition are considered.

Private Properties

Bowaters Southern Paper Company owns much of the land near the trail in southeastern Tennessee. Since Bowaters has always demonstrated a liberal policy toward allowing public use of their lands their properties are of particular interest. A complete set of Bowaters maps was obtained and their lands were plotted on the topo maps.

Other sources, such as the Rutherford County Recreation Plan, provided much of the recreation dimension to the maps' information. Frequently, participants in county meetings suggested hiking and biking routes and these were considered and plotted on the maps as potential opportunities.

Acquisition

While it was assumed that there would be little trouble including any state or other public agencies' facilities, the inclusion of sites on private property had to be handled differently. Before any site was considered for acquisition or included on the route the political and economic ramifications of that purchase

examined. It was recommended that several trail corridors and areas be acquired by either fee simple purchase or scenic easement. These recommendations were based on the area's historic or aesthetic importance, its accessibility to the route, and ease of acquisition. These factors were generally weighed while talking with local landowners and other individuals interested in the project. The names of the landowners were obtained by referring to Bowaters and TVA property maps or by checking at local courthouses. A preliminary feasibility survey was made with local residents. These same local people will later be asked to assist in making contact with landowners. If acquisition was deemed impossible for political or economic reasons the site (property) was not considered in most cases. Areas which are recommended for state acquisition are summarized in Appendix 4.

Recommendations

Several recommendations are advanced which should facilitate implementation and assure the success of the Trail of Tears State Scenic Route:

A. The route of the Trail of Tears should be designated a State Scenic Route and be subject to the provisions and conditions of the Tennessee State Scenic Route Act as amended. The roads to be designated are: Highway 60 from Red Clay to Dayton, Highway 30 from Dayton to McMinnville, Highway 70S from McMinnville to Murfreesboro, Highway 231 from Murfreesboro to Lebanon, Highway 70N from Lebanon to Old Hickory Blvd., and Highway 431 from Whites Creek to Washington Road in Robertson County.

B. The Trail of Tears Scenic Route should follow the route delineated in Exhibit 2 and include the points of interest (Exhibit 3) and recreation facilities (Exhibit 4) along the route.

C. The following parcels of land and trail corridors (summarized in Appendix 4) should be acquired by the State:

1. Hiwassee Garrison Site, Rhea County. This is an area of approximately 85 acres and will be used for a historical reconstruction of the original Hiwassee Garrison and with some associated day-use facilities complimentary to the Trail of Tears theme. It is owned by a single landowner and is presently in only marginal cultivation. There is a good, existing private access road to the site from Highway 60. Acquisition should be by fee simple purchase.

This Garrison site offers one of the most promising and significant sites to be considered for state acquisition. The Garrison was a frontier stockade, built in 1807. It is also a significant archaeological site and has undergone preliminary survey work by the Institute of Archaeology of the University of Tennessee, Chattanooga. A more thorough survey by the Institute will provide more than ample material from which to base a reconstruction. The site is steeped in frontier and Cherokee history. It was once the district headquarters of the Indian Agency and the grave of the famous Indian agent, Return Johnathan Meigs, is located adjacent to the site.

It is also the site of a ferry crossing where many of the Cherokees crossed the Tennessee River during the Removal. Jolly's (present day Hiwassee) Island is clearly visible from the site.

A reconstruction of the stockade and small area of taverns and businesses (many of which were owned and operated by Cherokees at that time) on the original site should be accomplished. The site is located on the western shore of the Tennessee River, on which the State already maintains an easement for a wildlife refuge.

2) Hiking Trail around Shellsford and Cardwell Mountain, Warren County. A scenic easement covering the 8 mile trail corridor should be acquired. A hiking trail should be built from Cumberland Caverns along the Collins River to Shellsford, thence around and over Cardwell Mountain, returning to the Cumberland Caverns trailhead. Only five landowners will be involved and the trailhead will be easily accessible to Highway 30 on the Scenic Route.

X Cumberland Caverns, an excellent attraction in itself, will serve as the trailhead and parking is available there. The operators of the Caverns already have plans for two shorter nature trails here and have been most receptive to providing easements and assisting in planning and landowner contacts.

X The eight mile trail will take the hiker from the Caverns along the Collins River to historic Shellsford. A great deal of interesting history associated with the Trail of Tears relates to Shellsford, the nearby Baptist Church (founded in 1810), the old mill site, and cemetery where a Cherokee girl was buried during the Removal. The state recently acquired parcels on both sides of the Collins Scenic River at this site. The hiking trail will link this access point with the Trail of Tears Scenic Route.

X Continuing on the northern slope of Cardwell Mountain one passes continuous vistas of the Collins Valley, the Cumberlands, and Myers Cove. The trail will pass through heavily wooded areas as well as open fields. Several Indian mounds and caves are located along the proposed trail. The trail will cross the summit of Cardwell Mountain and descend back into the Cumberland Caverns area. Day use facilities are already available at the Caverns.

3) Hiking Trail on Pilots Knob at Readyville, Cannon County. A scenic easement covering a corridor of about 7 miles should be acquired. The trail will follow an existing, unused roadbed for 2-1/2 miles and from there a trail will be built around the southern and eastern slopes of Pilots Knob. Six landowners will be involved and the trailhead will be accessible to Highway 70S.

X This trail will follow the original roadbed used by the Cherokees in the Removal. The old road portion of the trail is an unused county road and is undeveloped. The hike along this trail will afford constant views of Pilots Knob and encounter a couple of old log houses (built circa 1805 and still in excellent repair). The return portion of the loop will run along wooded sections of the Knob giving views of the highland rim and valleys. The trail will end at the trailhead.

This hiking trail will also link up with the existing Rutherford County bike trail, adding still another recreation opportunity. Several other attractions in the Readyville area are close at hand.

D. The two mile section of Cedar Forest Road between Mona Road and Highway 231 should be paved so that it will open up the Trail of Tears Scenic Route and Cedars of Lebanon State Rustic Park and Forest to the Rutherford County hiking and biking trails and to the recreation facilities of Percy Priest Lake.

X E. An extensive interpretation of the Trail of Tears episode should be conducted. A self-guided interpretive guide for the Scenic Route should be prepared and distributed from Red Clay Archaeological Area and other points. In addition to the interpretation this guide will have necessary maps of the routes showing points of interest and recreation areas.

X F. The physical design, master planning, programming, and management of elements of the Tennessee Outdoor Recreation Area System associated with the Trail of Tears State Scenic Route should enhance and complement the Trail. These areas include Red Clay, Fall Creek Falls, The State Arboretum, Cedars of Lebanon, and Port Royal. Interpretative exhibits and programs should explain the theme of the trail and the proximity of the Scenic Route. X Certain physical facilities such as outdoor displays, signs, etc., may be developed in these areas. In particular, since the Red Clay Archaeological Area was so directly involved in the original Trail of Tears tragedy, the design and programming of the area should adequately reflect the role it played in the Trail of Tears.

Strategies

Certain strategies and priorities are offered which should aid in accomplishing the recommended items.

A. As a scenic route it will be imperative that the existing provisions of State Scenic Route Act be enforced in order that the Trail of Tears State Scenic Route offer an interesting and aesthetically pleasing experience. This means that not only should billboards, etc. be amortized and eliminated in accordance with the Act, but that protection against future violations be assured. The routes that form the Trail of Tears should be designated by the General Assembly as Scenic Routes.

B. Every effort should be made to improve existing access and for providing ingress into the various points of interest and recreation facilities along the Route.

C. Continuous coordination and cooperation should be maintained with other state agencies, county governments, local planning commissions, etc. to maintain the physical condition of the roads and the scenic integrity of the Route.

D. Individuals and organizations which have taken an active role in advising and providing input into the project (Appendix 7) should continue to be advised on the progress of the Trail of Tears Scenic State Route and asked to assist in promoting the Route locally and in making landowner contacts for acquisition.

E. The following priorities, in descending order of importance, should be set:

1. Designation of the Trail of Tears as a State Scenic Route.
2. Completion of a comprehensive interpretation of the Trail of Tears episode resulting in the production of a self-guiding booklet.
3. Develop or improve access to the existing points of interest and recreation facilities along the Route.
4. Acquire and develop the areas recommended for state acquisition.
5. Develop and include Trail of Tears themes for use in TORAS facilities on the Route.

The Trail of Tears Scenic Route Experience

When the Trail of Tears Scenic Route is implemented and certain lands acquired, as recommended, it will provide an experience similar to the following:

The last council ground of the Eastern Cherokee was at Red Clay, Tennessee located in southwestern Bradley County near the Tennessee-Georgia line. From 1832 to 1838 Red Clay served as the capital and council ground.

It is most appropriate that the Trail of Tears begins at the Red Clay Archaeological Area, which is now being developed by the Department. Plans call for an interpretive center to be housed in a replica of the Council house. In addition to providing day use recreation facilities, the site at Red Clay also serves as the origin for the Trail and an interpretive guide book and related materials will be distributed there.

With few exceptions there is little remaining evidence of Cherokee presence between Red Clay and the Charleston area. However a short loop by way of Highway 64 and 411 will take the motorist through areas of Polk County which offer points of interest. Nancy Ward's grave lies south of Benton, below the Ocoee River, on Highway 411. Nancy Ward was a legendary figure known as the Beloved Woman of the Cherokee. She served as the head of the influential Woman's Council and her grave marker states that she was a prophetess. The site is well developed as a tourist attraction.

Further north on Highway 411 is located Old Fort Marr which was built in 1814. It was first used as a refuge for white settlers and later as a stockade for the Cherokees awaiting removal. It is the only remnant of the stockades remaining and is intact and in good repair. The Old Fort is held for public use.

Continuing the loop one proceeds to Charleston which was once Camp Cass, headquarters for General Winfield Scott and his forces during the Removal. From this site the Indians were sent on their forced trek west. Although the area is now covered by the Charleston business district one distinguishable feature remains. The Henegar House is built on the site of General Scott's headquarters. Henry Henegar, who built the house, assisted in the removal of the Indians under Chief John Ross' employ. The original furniture remains and the house has been well preserved. It is located on the corner of Cass and Market Streets in Charleston and is occupied by descendents of Henegar.

Due to the lack of other visible sites relevant to the Trail of Tears the loop returns to Cleveland and then proceeds along a route west. One other site, the Hare Conrad Cabin which is now on the National Historical Register is located near Cleveland and offers an interesting attraction. It is located off of Highway 11 west.

From Cleveland the route runs up Highway 60 west, by the old Candies Creek Mission to Blythe's Ferry. The majority of the parties crossed the Tennessee River at Blythe's Ferry and the ferry trip across the River is an enjoyable experience. Hiwassee Island, also known as Jolly's Island (now part of the State Wildlife Refuge) is clearly visible from the ferry.

Continuing along Highway 60 there is good access to the old Hiwassee Garrison. The Garrison was a frontier stockade built in 1807 and is a significant archaeological site. In addition to the Garrison, the grave of Return Johnathan Meigs, Indian Agent, is located in a cemetery adjacent to it. Several archaeological surveys have revealed a wealth of cultural and historical information. A reconstruction of the site with day use facilities is recommended.

The route continues northwest through Dayton, where it picks up Highway 30. Above Dayton, the expansive Bowaters Pocket Wilderness at Laurel and Snow Falls offers several fine hiking trails as well as picnic facilities. The route scales Walden Ridge on the eastern slope of Lone Mountain and reaches the peak at the community of Morgan Springs, which is steeped in Cherokee history. The ancient salt lick which was located on the famous Black Fox Indian Trail is located here as is the great spring. The old Kiuka roadbed which is the road travelled by the Cherokees during the exodus criss-crosses Highway 30 repeatedly along the road. A short loop off of Highway 30 provides the motorist with a good view of this historic community, remnants of which still stand.

From Morgan Springs, down Walden Ridge through Lloyds Gap, across the Cumberland Plateau the Trail of Tears followed the Higginbotham Trace, little of which remains. This is the case all of the way into McMinnville. Since it would be impossible to follow the original route in this stretch it is recommended that the route stay on Highway 30 through Pikeville and Fall Creek Falls State Park. The vistas of the Sequatchie Valley from this highway are remarkable. People will certainly enjoy the amenities and facilities of Fall Creek Falls and the resident ranger naturalist has developed several trails and interpretative programs which relate directly to the Trail of Tears and Cherokee in general.

The route stays on Highway 30 through Spencer crossing the Plateau and comes into McMinnville via Shellsford. The Cherokees stay in McMinnville is well documented. Most camped near the old Shellsford Baptist Church. Reverend Jesse Bushyhead, a Cherokee fullblood who conducted one party, preached at the church while there and an Indian girl died and was buried

in the church cemetery. Although the church has since been moved from its original site on the Collins River, remnants of the old mill are still visible.

The area around Cumberland Caverns, America's second largest cave, offers excellent hiking trails. Visitors may park at the Caverns and take any of three trails. A short 2 mile nature trail is now being considered by the operators of the Caverns as is a longer scenic trail which runs down to a old turbine mill on the Collins River along beautiful pastoral settings. An even longer trail (approximately 8 miles) takes the visitor from the Caverns trailhead to Shellsford and then up and over Cardwell Mountain from which vistas of the Cumberlands abound. The loop ends back at the Caverns. There is good access to Cumberland Caverns from Highway 30.

From McMinnville the original trail and the proposed scenic route are virtually identical. Highway 70S follows the old stage roadbed west through Woodbury and then to Readyville. Readyville offers several interesting points. The old Readyville Mill which was in operation during the time the Cherokees passed through is still in operation and is on the National Historical Register. A short loop through the old village of Readyville is also interesting. The old stage road leaves Highway 70S in Readyville and passes north of Pilots Knob. This old roadbed makes an excellent 7 mile hiking trail around 3 sides of Pilots Knob running next to several old log houses which were standing when the Cherokees passed through. The Rutherford County Bike Touring System also connects here.

Rejoining Highway 70 and heading west the route runs by Double Springs, where another campground was mentioned. Continuing into Murfreesboro the

route links up with a large network of hiking and biking trails throughout Rutherford County. The trails to the north connect Nices Mill and Walter Hill with a combination hiking/equestrian trail. Future plans include linking this trail with another trail being built by the Corps on the east side of Percy Priest. This network also links up with Cedars of Lebanon State Rustic Park and Forest.

The original trail followed the old Nashville Road (Highway 41) into Nashville from Murfreesboro. Although the motorist can follow this route easily, this particular stretch of road is not aesthetically pleasing and involves a great deal of congested traffic along the way. This condition prevails throughout Nashville until it passed Whites Creek to the north.

An alternative route is recommended which solves these problems and offers the motorist a much more pleasant driving experience. This alternative route utilizes Highway 231 from Murfreesboro to Lebanon offering excellent access to all of the various hiking and biking trails in Rutherford County and on Percy Priest Reservoir as well as the numerous Corps public access points on Percy Priest. This route also links up with the facilities at Cedars of Lebanon. Once in Lebanon, the route takes Highway 70, goes by the Hermitage home of Andrew Jackson, and then connects with Old Hickory Blvd., eventually rejoining the original route at Highway 431 south of Joelton.

At the expense of deviating from the original route this alternative route has many obvious advantages in terms of offering beautiful scenery, varied recreation opportunities, while at the same time avoiding the Nashville congestion.

Getting back to the original trail route, the scenic route follows Whites Creek Pike (431) north through Joelton and then heads northwest on the Washington Road. The route follows state roads, passing through pastoral settings to Turnersville. At this point one may take a short loop by way of the old "halfway house" mentioned in accounts of the Trail of Tears. It passes the remnants of the historic Norfleet Mill and Harmony Church south of Port Royal. Returning to state roads it continues along the original roadbed through the historic community of Port Royal. The construction of the old Port Royal covered bridge and State Historic Area offers additional attractions in this area. The Port Royal camp site and site of the nearby old Port Royal Mill are still visible.

From Port Royal the route heads northwest to Guthrie, Ky. site of the famous Gray's Inn, now known as the Stagecoach Inn. This site is steeped in history, much of which relates to the Trail of Tears. It was from this well that Chief White Path drank shortly before dying on the trail south of Hopkinsville.

The trail continued west to Indian territory by way of Golconda, and Cap Girardeau ending in western Arkansas.

1. Gilbert E. Govan and James W. Livingood, The Chattanooga Country 1540-1951 (New York: E. P. Dutton & Co., Inc., 1952) pp. 92-96.

2. Ibid., p. 96.

3. James F. Corn, "Removal of the Cherokees From the East," Filson Club Historical Quarterly, V27, 1953, p. 39.

4. Ibid., p. 42.

5. John Morgan Wooten, A History of Bradley County (Nashville: Tennessee Historical Commission, 1949), p. 41.

6. Ibid.

7. Ibid.

8. Corn, p. 40.

9. Note - This interesting perspective of the Treaty by E. Raymond Evans of Chattanooga. While they were a minority party they were a legitimate party in Cherokee politics. In fact, a good case can be made for the fact that the Ross party was the one with no legal standing! At the time Major Ridge was the greatest political figure in the Cherokee Nation, being what we would call a war hero from his service with the Cherokees against the settlers in the 18th century and later in the American army against the Creeks in the war of 1812. He had held many major positions in the national government, had helped form the constitution, had great personal wealth, etc. While he was more or less retired from active politics, his son John had a position somewhat similar to our Speaker of the House and was the No. 3 man in Cherokee government, while his nephew, Elias Boudinot, was editor of the influential "Cherokee Phoenix," and figured greatly in the shaping of public opinion. John Ross was coming to the end of his official term of office as Principal Chief, and it was a matter of common knowledge that when he made his bid for re-election, he would be opposed by John Ridge. John Ridge had excellent qualifications for the office. He was from a leading family, was one of the best educated men in the nation, had served in numerous lesser offices and was very popular with the people. Also, John Ridge was a Cherokee, while Ross was a white merchant who happened to have had a Cherokee great-grandmother.

Ross knew he was in trouble and well ahead of time he took the necessary steps to insure his re-election. First, his man Foreman murdered John Walker, Jr., a well to do mixed-blood without connections with either faction. This was designed to intimidate the opponents of

Ross. Next, through his associates, he brought charges of treason against John Ridge and his father. The charges were not clear and no effort was ever made to prove them. Ridge withdrew from his position on the National Council and demanded an immediate public hearing to clear himself of the charges. Then, in a special late night session of the council which few members attended, Ross announced that the removal hassel had created a "National Emergency" which called for unusual measures. A more handfull of his supporters voted through two measures of questionable legality. First, all elections were suspended until the emergency was over, with those then in office (i.e. Ross) to continue for an indefinite term. There were absolutely no provisions for thise in the Cherokee constitution. Then, the council voted that all public debate on the question of removal was to be suspended. These two measures blocked conventional political opposition to Ross. The Council, now firmly under Ross's control, set up a committee to hear the treason charges against John Ridge, but refused to get a date for the hearing, thereby excluding Ridge from his elected office in that body. The Council then passed a measure forbidding Boudinot from publishing anything, for or against, removal in the newspaper. Boudinot refused to submit to censorship and resigned as editor, being promptly replaced by Elijah Hicks who was a staunch Ross man.

The only course left for the Ridges's was to attempt to take the matter directly to the people. This they did through the public announcement of a convention to organize a new political party. This is how the Treaty Party came into being. While they were a minority party they did represent almost all of the better educated and well informed Cherokees - people like the Adair, Fields, Starr, Bell etc. families. They went through the regular procedure of electing representatives and all, and were a duely constituted political body.

When the meeting was held at New Echota to draft the treaty, it was well advertised throughout the nation. There were even handbills about it posted at Red Clay. Every effort was made to get those who opposed the treaty to attend and state their objections. Some of the announcements even attempted to provoke them into coming by saying that those who did not come would be regarded as supporters of the treaty. Nevertheless, Ross told the people not to go and his goons hinted that the roads would not be safe.

The treaty drafted at New Echota was a very fair one. It provided a liberal lump sum cash settlement, special funds for schools and other public development in the west, compensation for personal property in the east and, as you point out later, the opportunity for those who wanted to stay to do so with no restrictions other than becoming citizens and submitting themselves to state and federal law. All this is very reasonable.

and no one was being ripped off. It was the most liberal, by far of any terms offered any other Indian group in American history. Ross himself, in later years, admitted the validity of the treaty by attempting to collect the cash settlement. While the treaty was only signed by the members of the committee it should be kept in mind that these were the duly elected representatives of several hundred people. Our own declaration of independence was only formally signed by a "meager handful" of people.

10. Grace Steele Woodward, The Cherokees (Norman, Okla: University of Oklahoma Press, 1963), p. 193.
11. Govan and Livingood, p. 91.
12. Charles C. Royce, "The Cherokee Nation of Indians", Bureau of American Ethnology 5th Annual Report, (Washington: 1887), pp. 253-257.
13. Article 12. Ibid. p. 255.
14. John P. Brown, Old Frontiers (The Story of the Cherokee Indians from Earliest Times to the Date of Their Removal to the West, 1838) Kingsport, Tn.: Southern Publishers, Inc. 1938), pp. 509-510.
15. Govan and Livingood, p. 97.
16. Ibid., pp. 90-91.
17. Note - Members of the "Treaty Party" and others had received equitable compensation for their property and had proceeded west under U. S. government supervision without excessive hardship.
18. Grant Foreman, Indian Removal, The Emigration of the Five Civilized Tribes of Indians, (Norman, Okla.: University of Oklahoma Press, 1932); p. 273.
19. Ibid., p. 280.
20. Ibid., p. 284.
21. James Mooney, Myths of the Cherokee, (Nashville: Elder, 1972 (RPT)), p. 126.
22. Brown, p. 506.
23. Wooten, p. 54.
24. Ibid., p. 56.
25. Corn, p. 46.
26. Thurman Wilkins, Cherokee Tragedy (London: McMillan Co., 1970), p. 307.

27. Ibid, p. 309.
28. Brown, p. 510.
29. Ibid.
30. Army & Navy Chronicle, Volume 7 (Washington: A. B. Claxton & Co., 1838), p. 374.
31. Woodward, pp. 211-212.
32. Brown, p. 512.
33. Foreman, p. 301.
34. John Ross' Conductor Manifest, John Ross Collection, Gilcrease Institute, Tulsa, Oklahoma.
35. Wooten, P. 58.
36. Rachel C. Eaton, John Ross and the Cherokee Indians (Menasha, Wisconsin: George Banta Publishing Co., 1914), p. 124.
37. Ross Collection, Gilcrease Institute.

Dear

The Tennessee Trails System Act of 1971 authorized the Tennessee Department of Conservation to implement a system of seven long distance scenic trails within the State of Tennessee. One of the authorized trails is the Trail of Tears. When developed this trail will commemorate the route over which the Cherokee Indians were moved through Tennessee to western reservations.

The first official step in the implementation of the Trail of Tears will be taken this summer. On June 1, 1977 the Department of Conservation will employ a summer planning aide to conduct research on the historic route(s) of the Trail of Tears. His duties will include preparation of maps showing the route(s), assembly of a library of information, identification of public properties along the route and preparation of a final report. Following the summer's research we should be able to make planning decisions pertinent to the re-establishment of the Trail.

I would like to ask your assistance in the identification of individuals, publications, maps, libraries, and other helpful sources of information concerning the Trail of Tears. In particular we are looking for documented references as to the route(s) followed by the U.S. Army in moving the Cherokee Tribes to the west. Your recommendations regarding information sources will enable our planning aide to begin his research work immediately upon employment.

I would like to request that you send any information you are able to supply to my office by May 15, 1977. Please identify as accurately as possible the location and addresses of reference sources. Should you have any other thoughts relative to our summer's activities please get in touch with me.

Your assistance is most appreciated.

Sincerely,

Joe Gaines
Program Administrator

JG/dh

Dear

As explained earlier in the letter that you received from Joe Gaines in mid-April, the Department has begun implementation of the Trail of Tears State Scenic Trail as part of the Tennessee Scenic Trails System. As the planning aide assigned to the Trail of Tears project this summer, I have been compiling information concerning the route(s) of the Trail as it traversed Tennessee. I am concentrating on the overland exodus which took place in the Fall of 1838.

Having exhausted much of the primary and secondary reference sources on the subject, I am reasonably certain at this point that the Trail passed through Eradley, Meigs, Rhea, Bledsoe, Van Buren, Sequatchie, Warren, Cannon, Rutherford, Wilson, Davidson, Robertson, and Montgomery counties. Other counties may also have been involved.

I am now ready to begin to meet with county historians and other interested parties and discuss local points of interest and significant sites which relate to the Cherokee Removal and which could be included in the re-establishment of the Trail. Your assistance in identifying and interpreting these places would be invaluable.

Much of the success of the Trail of Tears project will ultimately depend on the interest and support which it receives at the local, grass roots level. I would also like to ask your help in contacting other people in your community who might be interested in sharing their ideas and recommendations for the Trail.

Please notify me if and when (generally) you would be available to meet with me and discuss the Trail. I will get back in touch with you by phone to arrange a meeting at your convenience.

Your interest and assistance is greatly appreciated.

Sincerely,

Harry Williamson

HW/dh

It is recommended that the following parcels and corridors be acquired by the State:

HIWASSEE GARRISON SITE, Rhea County. An area of approximately 85 acres to be used for a reconstruction of the Hiwassee Garrison as well as certain day-use facilities. Acquisition by Fee simple purchase.

Landowner: Ava Lee Roddy

Contact: Clyde Roddy (Dayton)

Roy Lillard (Cleveland)

E. Raymond Evans (Chattanooga)

PILOTS KNOB HIKING TRAIL, Cannon County. A loop of approximately 6 miles in length. Corridor to include old roadbed surrounding Pilots Knob on the north and west and hiking trail on south and east sides. To be developed as a day-use hiking trail. Acquisition by scenic easement.

Landowners: George Adams (roadbed)

Mr. McGill (east side of Pilots Knob)

Mr. Hickerson (west side of Pilots Knob)

Lawrence Barker (north side of Pilots Knob)

Mr. Hall (south side of Pilots Knob)

Contact: Miss Mary Hall (Murfreesboro)

Judge McFarland (Murfreesboro)

Sam Parnell (Rutherford County Planning Commission)

Bertha Chrietzburg (Murfreesboro)

Appendix 4 Continued

SHELLSFORD-CARDWELL MOUNTAIN HIKING TRAIL, McMinnville. A loop of approximately 9 miles in length. Corridor to include old roadbed from Cumberland Caverns to Shellsford and trail ascending Cardwell Mountain on the north side and descending on the south side. Trailhead and end at Cumberland Caverns. To be developed as a day-use hiking trail.

Acquisition by scenic easement.

Landowners: Operators of Cumberland Caverns

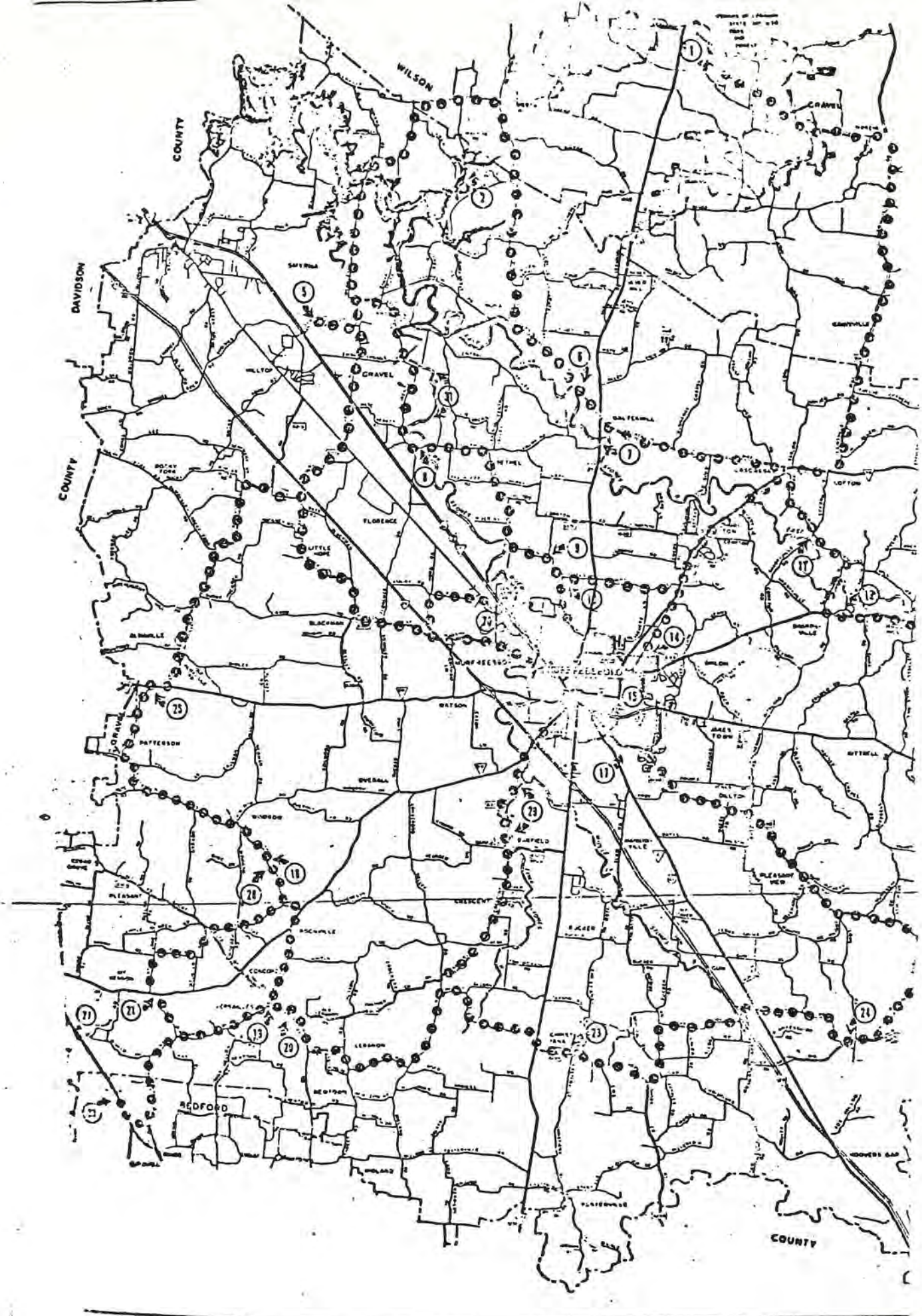
Gentry-Farr-Bottoms (roadbed to Shellsford)

Charles Cardwell (north side of Cardwell Mountain)

Jeff Curtis (east side of Cardwell Mountain)

Stan Gorin (south side of Cardwell Mountain)

Contact: Stan Gorin (Cumberland Caverns)



The following routes are recommended for designation as the Trail of Tears State Scenic Route:

HIGHWAY 60 from Red Clay to Dayton

HIGHWAY 30 from Dayton to intersection of 70S near McMinnville

HIGHWAY 70S from McMinnville to Murfreesboro

HIGHWAY 231 from Murfreesboro to Lebanon

HIGHWAY 70N from Lebanon to Old Hickory Blvd.

HIGHWAY 431 from Whites Creek to Coopertown Road intersection in Robertson County

Key Contacts

Wilson County

G. Frank Burns
406 S. Tarver Avenue
Lebanon, Tn. 37037
537-9695

Bradley County

Col. James F. Corn
Box 67
Cleveland, Tn. 37311
472-5071

Bradley County Historical
Asso.
Cleveland, Tn.

Bledsoe County

Miss Elizabeth Robnett
Rt. 1
Pikeville, Tn. 37367
533-2426

Dr. Frank Beck
Box 249
Pikeville, Tn. 37367
447-2865

David Gray
R.F.D.
Sales Creek, Tn. 37373

Davidson County

Hugh Walker
Tennessean
1100 Broadway
Nashville, Tn.

Warren County

Warren County Planning
Commission
McMinnville, Tn. 37110

Stan Gorin
Box 631
McMinnville, Tn. 37110
668-8231

Rutherford County

Judge McFarlin
Murfreesboro, Tn.
893-6644

Bertha Chrietzberg
M.T.S.U.
Murfreesboro, Tn.
898-2011

Sam Parnell
Rutherford County Planning
Commission
Murfreesboro, Tn. 37130

Cannon Co

Miss Mary
821 E. Bu
Murfreesb
(615) 893-0198

*helping
home, 4
Rockyville
mill
more info
present status*

Historic
Sam Roger

Meigs/Rhea

Clyde Ro
Rt. 2
Dayton, T
775-0993

Tom Morga
Rt. 3, Ec
Dayton, T
775-2996

Dr. Ted
Bryan Co
Dayton,
776-1660

Robertson County

Mrs. Charles Durrett
403 N. Pawnee
Springfield, Tn. 37172
384-7609

Henry Taylor
500 N. Pawnee
Springfield, Tn. 37172

Cherokee Nation
118 S. Dewey
Bartlesville, Ok. 74003

William Higginbotham
5154 Winifred Drive
Ft. Worth, Texas 76133

Guthrie, Kentucky
Mrs. T. Y. Northington
Stage Coach Inn
Guthrie, Kentucky 42234

Montgomery County

Mrs. Robert Alley
Rt. 1, Box 74
Adams, Tn. 37010
358-2100

Mrs. Ursula Beach
512 Madison St.
Clarksville, Tn. 37040
647-3650

Nation Archives
Dale Floyd
65A
Washington, D. C.
(202) 523-3229

Cherokee Museum
Dr. Duane King
Box 770-A
Cherokee, N. C. 38719

Atlanta Regioner Archives
Gayle Peters
1557 St. Joseph Ave.
East Point, Ga. 30344
(404) 526-7477

Hamilton County

Dr. James Livir
395 Shallowford
Chattanooga, Tn
622-6573

E. Raymond Evar
501 Reeds Lake
Chattanooga, Tn
755-4411

BIBLIOGRAPHY

- Beach, Ursula, Along the Warioto, Nashville: McQuiddy Press, 1964.
- Brown, John P., "Cherokee Removal, An Unnecessary Tragedy", the East Tennessee Historical Society Publications, N11, 1939. p. 11-19.
- Brown, John P., Old Frontiers (The Story of the Cherokee Indians from Earliest Times to the Date of Their Removal to the West, 1838.) Kingsport, Th.: Souther Publishers, Inc. 1938.
- Carter, Samuel, Cherokee Sunset, Garden City, N. Y.: Double Day, 1976.
- Cherokee Collection, Register 11, Tennessee State Library and Archives, Nashville: 1966.
- Corn, James F. Red Clay and Rattlesnake Springs, Cleveland, Th.: 1959.
- Corn, James F. Farewell the Hills, New York: Vantage Press, Inc., 197.
- Corn, James F., "Removal of the Cherokee From The East", Filson Club History Quarterly, V27, 1953, p.37-51.
- Drake, Samuel, Indians of North America, Boston: Sanborn, Carter, and Bazin, 1856.
- Drake, Samuel B., The Aborinal Races of North America, Boston: Hurst & Co., 1880.
- Eaton, Rachel C., John Ross and the Cherokee Indians. Menasha Wis: George Banta Publishing Co., 1914.
- Foreman, Grant, Indian Removal, The Emigration of the Five Civilized Tribes of Indians. Norman, Ok: University of Oklahoma Press, 1932.
- Govan, Gilbert E. and James W. Livingood. The Chattanooga Country 1540-1951, New York: E. P. Dutton & Co., Inc. 1952.
- Kidd, Gary, A Survey of Historical Development Potential of the Lower Hiwassee Valley, Unpublished Resource Intern Report, TVA, 1971.

- Mooney, James, Myths of the Cherokee and Sacred Formulas of the Cherokee, RPT Nashville: Elder, 1972.
- Moulton, Gary E, John Ross, Cherokee Chief, unpublished doctoral dissertation, Oklahoma State University, 1974.
- Myer, William E., "Indian Trails of the Southeast", 42nd Annual Report of the Bureau of American Ethnology, Washington; U.S. Govt. Printing Office, 1928.
- Raulston, J. Leonard and James W. Livingood, Secuatchie: A Story of the Southern Cumberlands. Knoxville: U. T. Press, 1974.
- Royce, Charles C., The Cherokee Nation of Indians, BAE 5th Annual Report, Washington: 1887.
- Starkey, Marion L., The Cherokee Nation, New York: Alfred A. Knopf, 1946.
- White, Robert C., Cherokee Indian Removal from the Lower Hiwassee Valley, unpublished resource intern report, TVA, 1973.
- Wilkins, Thurman, Cherokee Tragedy, London: McMillan Co., 1970.
- Winters, Ralph L. Historical Sketches Adams & Port Royal 1779-1968. Clarksville: privately printed, 1968.
- Womack, Walter, McMinnville at a Milestone 1810-1960, McMinnville Th., Standard Publishing Co., 1960.
- Woodward, Grace Steele, The Cherokees, Norman: University of Oklahoma Press, 1963.
- Wooten, John Morgan, A History of Bradley County, Nashville: Tennessee Historical Comm., 1949.

Primary Sources

Army & Navy Chronicle, Volumes 6 & 7, Washington: A. B. Claxton & Co., 1838.

Buttrick Manuscript,
Houghton Library, Harvard University, Cambridge, Mass.

General Scott to Secretary Poinsett, 22 June, 1838 in National Archives RG-75 letters received by the Office of Indian Affairs; Cherokee Emigration (M-234)

Henry Parker to Rev. John D. Wilson, 25 November, 1838 in McClung Collection, Knoxville-Knox County Library, Knoxville, Th.

John Page to C. A. Harris, 23 June 1838 in National Archives RG-75, letters received by the Office of Indian Affairs; Cherokee Emigration (M-234).

Journal of B. B. Cannon, National Archives Record Group 75, Indian Office Special File. 249, C553.

Journal of Edward Deas, National Archives Record Group 75, Indian Office Special File, 249, D209-17.

Lt. H. S. Scott to Gen. Scott, 11 October 1838 in National Archives RG 75, Letters received by the Office of Indian Affairs: Cherokee Emigration (M-234, Roll 115, frame 0860).

McClung Collection, Lawson McGhee Library, Knoxville -
Jackson - To the Cherokees Letters:

W. Shorey Coodey to John Howard Payne
Cherokee Agency & Indian Removal Days at Charleston, by H. M. Linn.

Newspapers

Savannah Republican, May 6, 1838.

Richmond Enquirer, May 11, 1838

Southern Recorder, June 26, 1838.

Hamilton (Tennessee) Gazette, August 12 1838.

Hamilton (Tennessee) Gazette, August 9, 1838.

Nashville Whig, September 24, 1838.

Richmond Enquirer, October 4, 1838.

Nashville Whig, October 15, 1838.

Hopkinsville (Kentucky) Gazette, October 17, 1838.

Little Rock Gazette, October 25, 1838.

Milledgeville Recorder, October 30, 1838.