Grangeburgh German-Swiss Genealogical Society

Oktoberfest 2014

October 10th and 11th, 2014

Program Schedule

FRIDAY, OCTOBER 10, 2014

A. S. Salley Archives open for research ..... 9:00 AM – 2:00 PM

Registration – Family Life Center ..... 4:00 – 6:15 PM

Exhibit Area open – Family Tables, Vendors, Other Societies ..... 4:00 – 6:15 PM

President's Dinner (advance purchase required) ..... 6:30 PM
Speaker: Dr. Michael Byrd, *White Poverty and Poor Relief in St. Philips and St. Matthews Parishes, 1725-1775*

SATURDAY, OCTOBER 11, 2014

Exhibit Area open – Family Tables, Vendors, Other Societies ..... 8:30 AM – 3:00 PM

Registration (coffee, juice, pastries, and fruit available) ..... 8:30 AM

Annual Business Meeting .....9:00 AM

Ya'll Come: Early Marketing of South Carolina in Europe, William Delk.....9:30 AM

Westward Ho: Outmigration via the Federal Road, video by Larry Holman .....10:00 AM

Break .....10:45 AM

DNA Basics: yDNA and Beyond, Lynn Teague .....11:00 AM

Lunch (advance purchase required) ..... 12:00 – 1:00 PM

Progress at the Salley Archives, Eric Powell ..... 1:00 PM

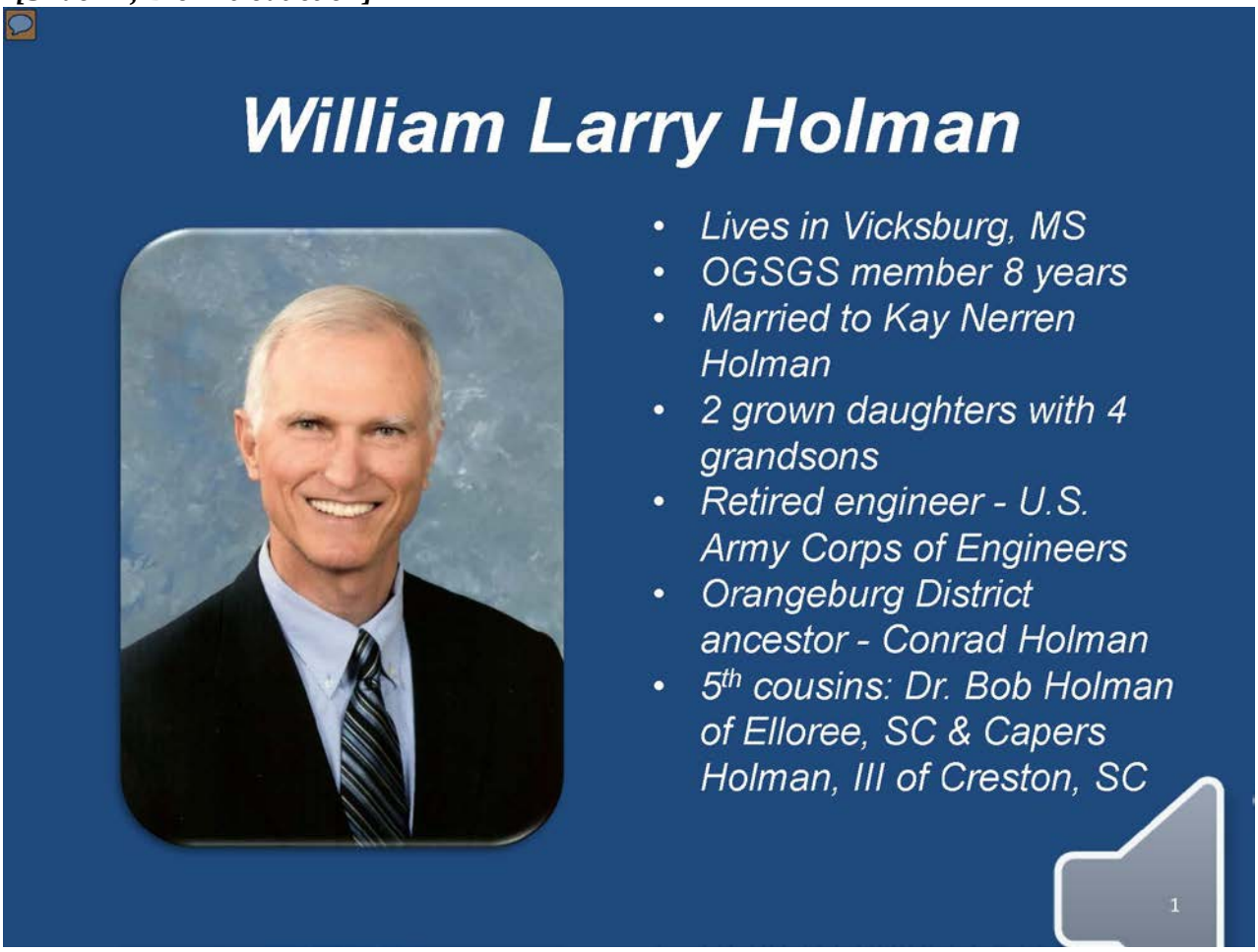
Working with Your Autosomal DNA Test Results ..... 1:15 – 2:00 PM

Individual DNA Consultations* ..... 2:00 – 3:00 PM
Lynn Teague, Margaret Waters
(*or small group discussions as participants desire)

Some family tables, vendors, and other societies may not be available the entire time.
Meal purchase deadline is October 3, 2014. Revised 11 October 2014

Westward Ho!
The Federal Road and its Impact on Westward Migration by: William Larry Holman

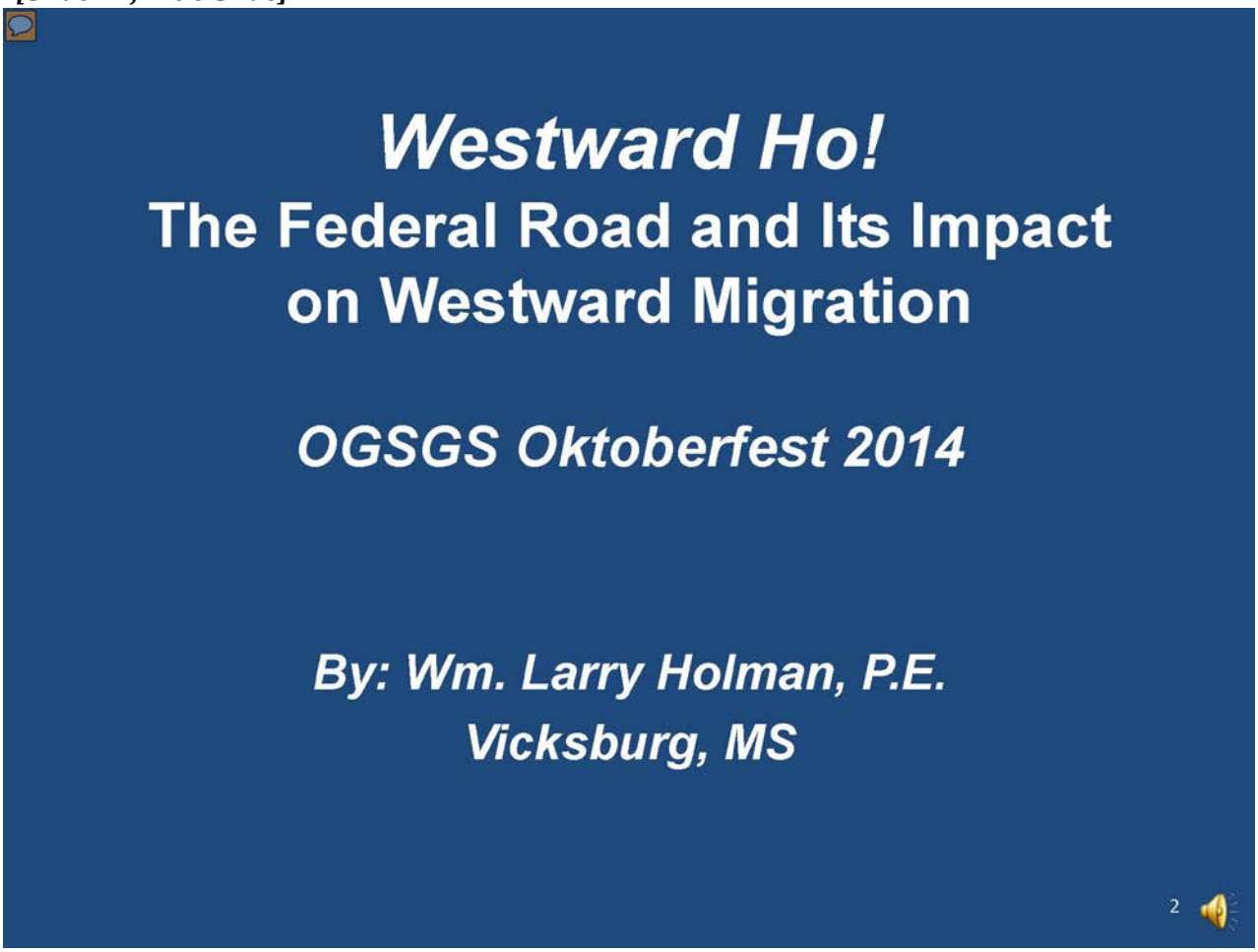
[Slide #1, Bio Introduction]



Introduction

Good morning! My name is Larry Holman and I live in Vicksburg, Mississippi. I've been a member of the Orangeburg German-Swiss Genealogical Society for about 8 years and this marks my first Oktoberfest presentation. My only claim to fame with the Society is, I am the one who digitized our newsletters and put them on CDs. I have been married to my wife Kay Nerren Holman for 42 years and we have 2 adult daughters and 4 young grandsons. I am a retired mechanical engineer from the U.S. Army Corps of Engineers. My connection with the historic Orangeburg District is through my immigrant ancestor - Conrad Holman, who along with his 2nd wife arrived in Charleston in January 1750 on the ship Greenwich. I have two distant cousins living in this area, Dr. Bob Holman formerly of Elloree, and now living in Columbia & Capers Holman, III of Creston who lives on and farms the original land grant land of 1750.

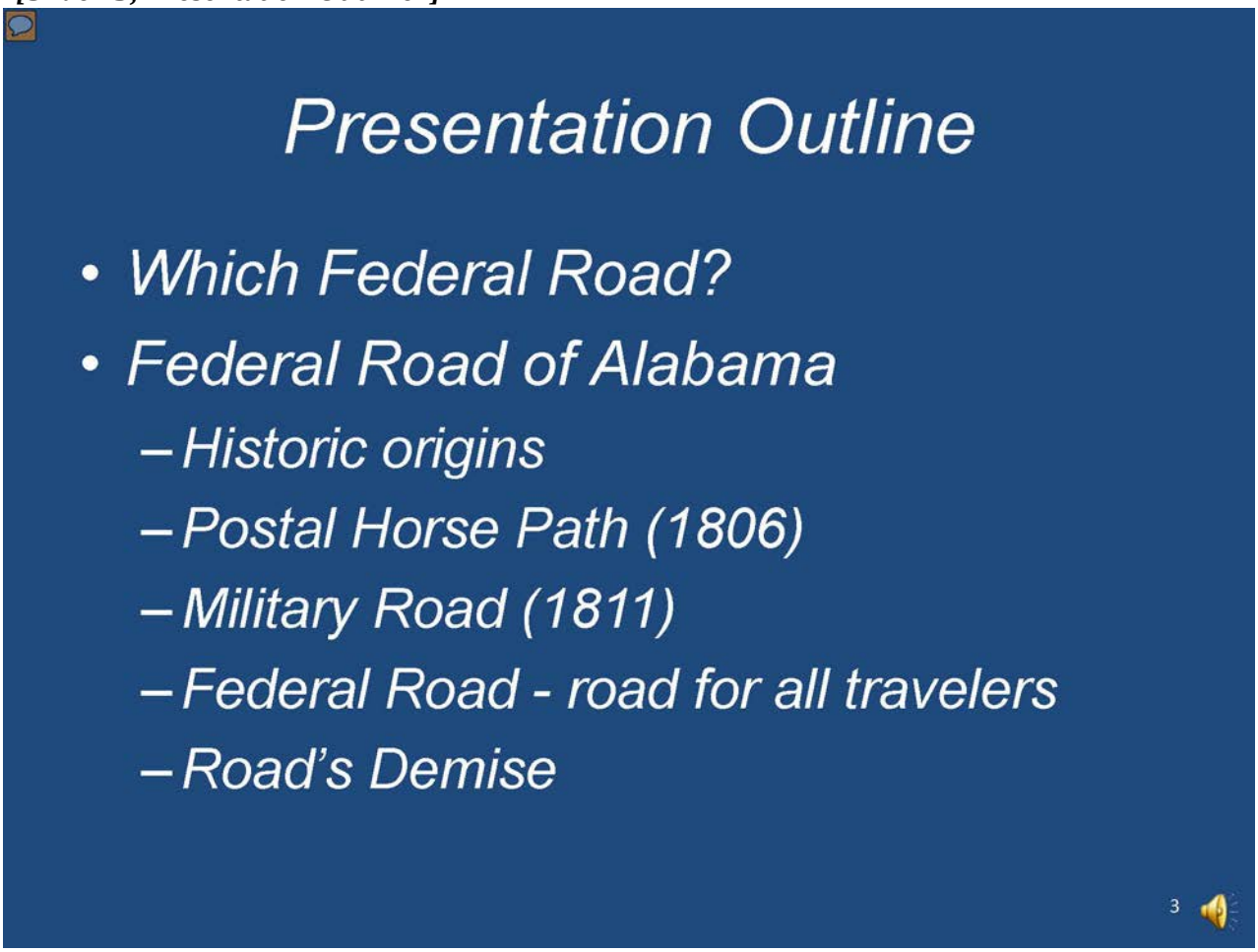
[Slide #2, Title Slide]



In May, Annette Boette sent me an email inviting me to make a presentation at Oktoberfest on the topic shown on this slide. Before I could respond to Annette, I had to check my schedule and it was then I realized I had a conflict and could not attend. This topic has always fascinated me because I did not know by what route my ancestors came to Mississippi in 1836. So this invitation would give me a strong incentive to do some research and then may be make a presentation. I thought about it for a day and decided yes, I will do it. I sent my answer back to Annette in a proposal of a wild idea. Yes, I will do it, so that meant, that I would have to do it in a prerecorded format which I had not done before. She passed my proposal on to the board and Margaret accepted it, on their behalf a few days later. So here we are, you are seeing my slides, and hearing my voice, but I'm not there. I hope it works out and you learn something from it. If it doesn't work out, we will blame the computer operator. I would like to thank Margaret, the Board, Eric, Annette and others for giving me this opportunity. Hopefully this will be just the beginning of distant learning experiences for the future.

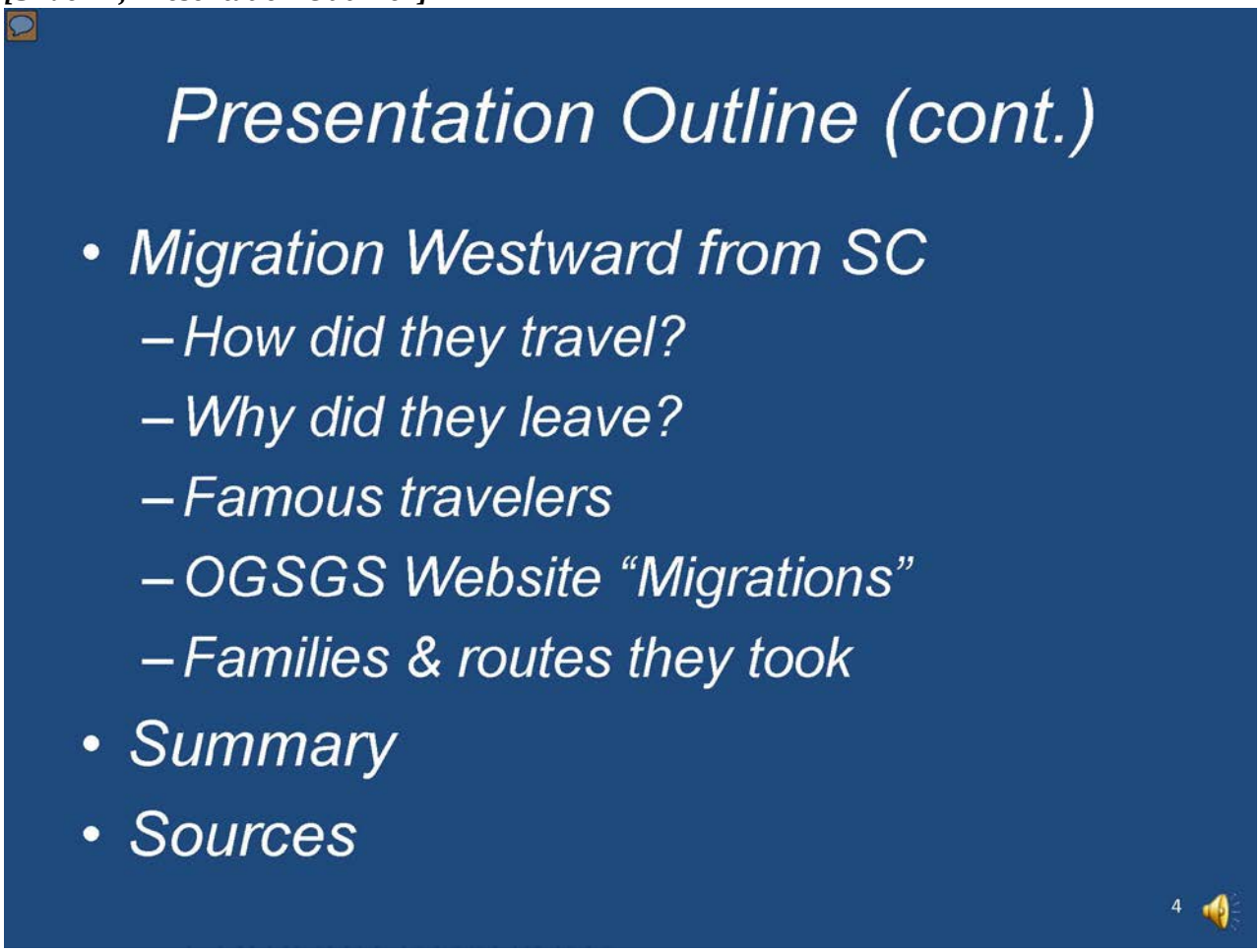
So with that introduction over, **Westward Ho! The Federal Road and Its Impact on the Westward Migration.**

[Slide #3, Presentation Outline1]



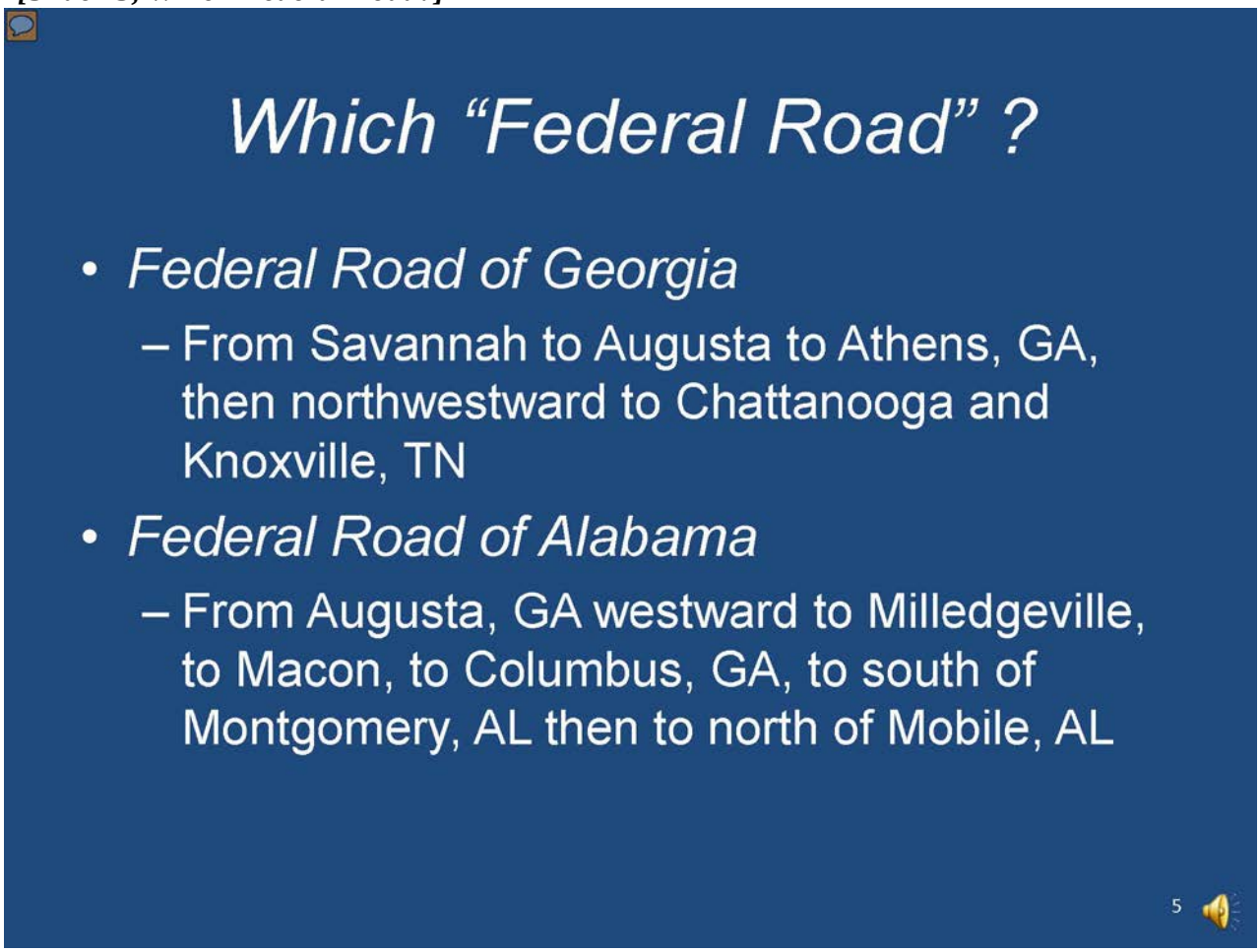
The Federal Road of Alabama, a former ancient Indian trail, helped usher in a new era of national expansion, communication, and exploitation and removal of Native American Indians from the southeastern United States. It functioned as a major thoroughfare for the western migration of settlers and slaves into the Old Southwest for the first three decades of the nineteenth century. As a military road, it aided in the movement of troops sent to defend the vulnerable western margins of the young United States. I will discuss its historical origins, the early Postal Road period, the conversion to a Military Road, an all travelers road and then its ultimate demise.

[Slide #4, Presentation Outline2]



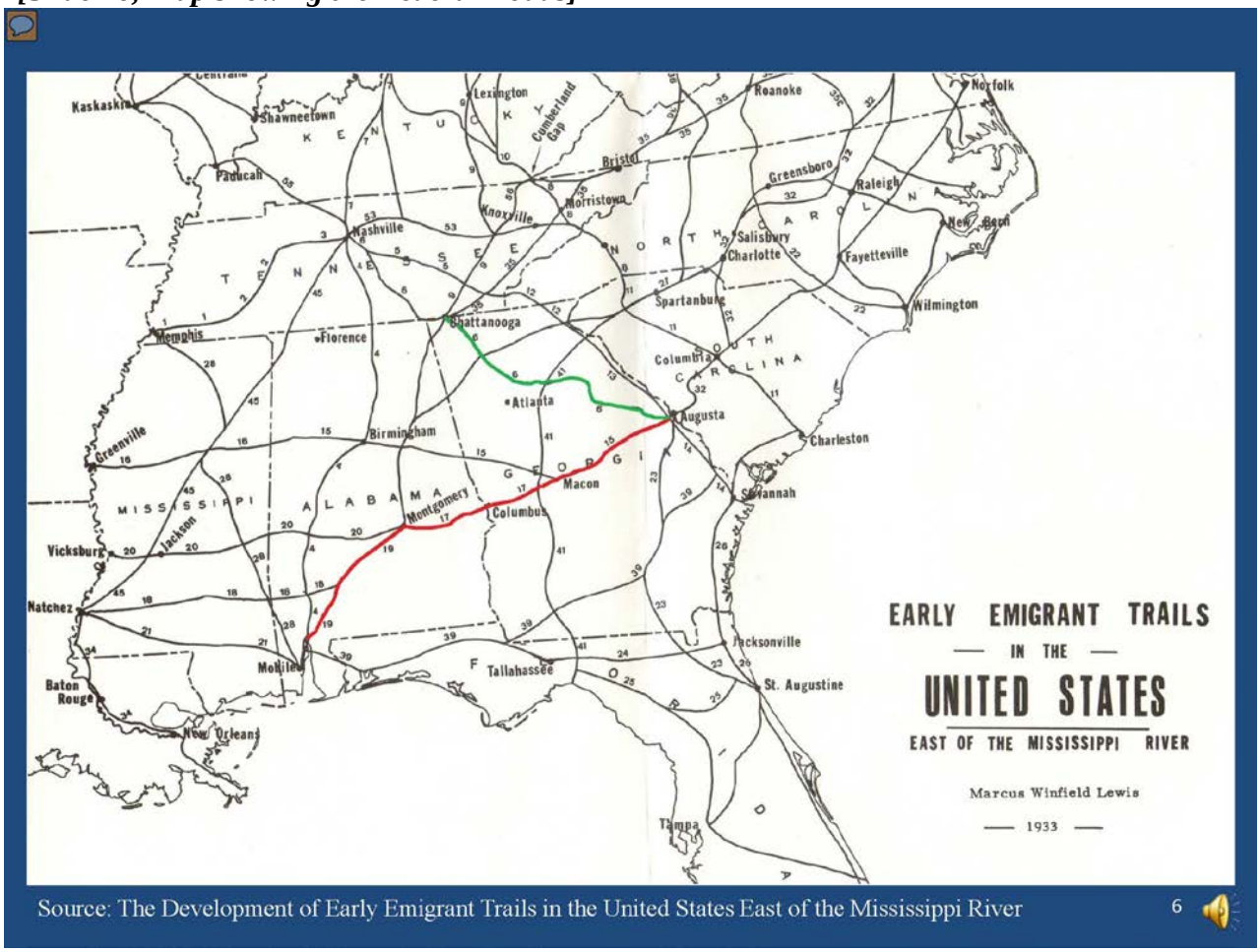
I will then complete my presentation with a discussion on how our ancestors traveled, why they left their homes in South Carolina, what were their experiences and predict possible routes some of them may have traveled to their final destinations in the Old Southwest.

[Slide #5, Which Federal Road?]



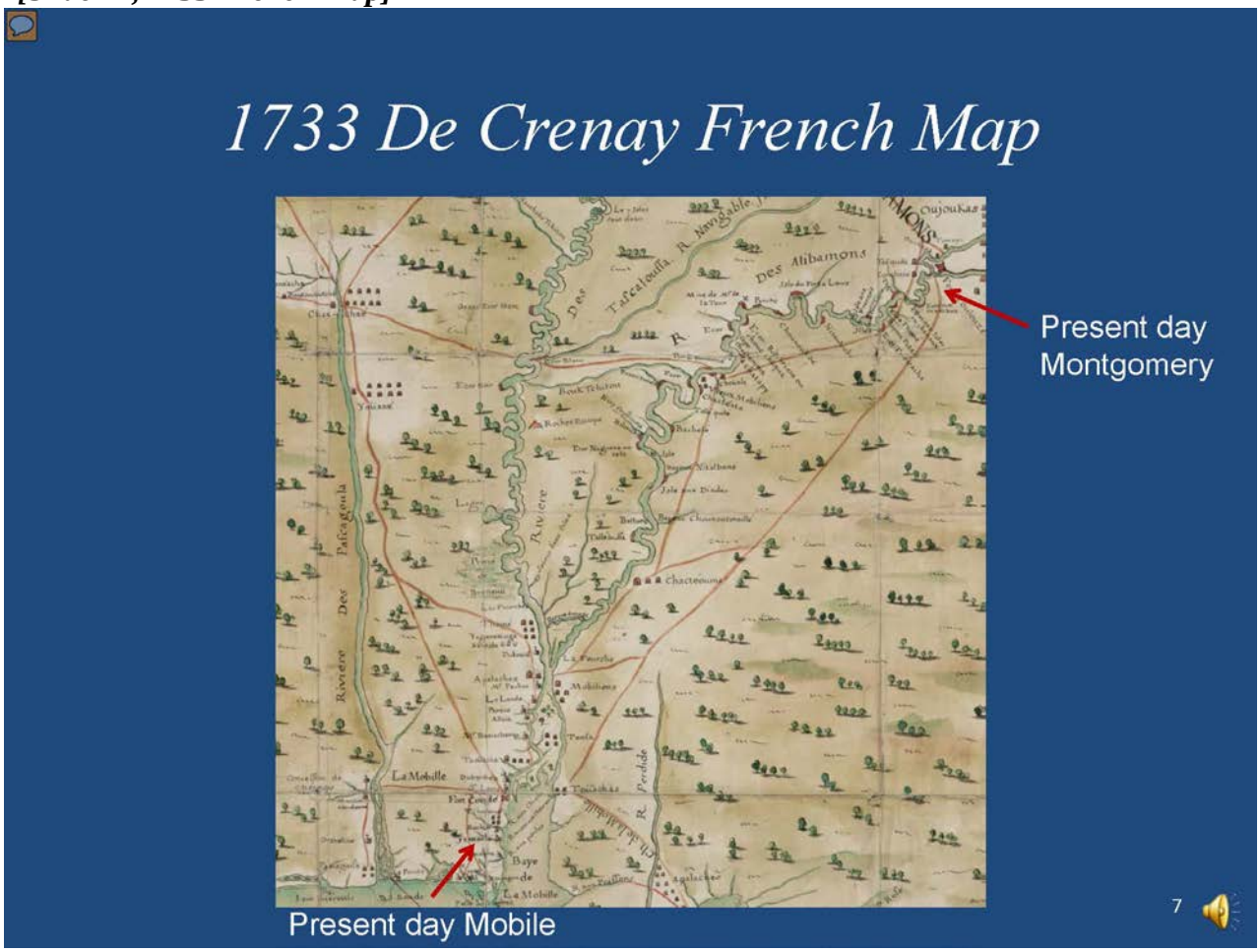
Before I begin, I need to clarify some terms. First, is the expression ***Old Southwest***. Historians use this term to describe the early 19th century frontier region that was bounded by the Tennessee River to the north, the Gulf of Mexico to the south, the Mississippi River to the west, and the Ocmulgee River in central Georgia to the east, basically the present day states of Georgia, Alabama and Mississippi. Second, the use of the term ***Federal Road*** or ***Old Federal Road*** can be associated with either of two early 19th century Indian trails that became important roadways into the Old Southwest. Both connected the eastern border of Georgia with settlements to the west.

[Slide #6, Map showing the Federal Roads]



These two trails are distinguished from each other as the *Federal Road of Georgia* and the *Federal Road of Alabama*. Both intersected at Augusta, Georgia, with the Georgia road (depicted in GREEN) heading northwestward toward Chattanooga, Tennessee, with a branch going to Knoxville, Tennessee. The Alabama road (depicted in RED) headed southwestward toward Macon and Columbus, Georgia, then to near Montgomery, Alabama, and ultimately terminating near Mobile, Alabama. So now I will focus on the Federal Road of Alabama.

[Slide #7, 1733 French Map]



The historic origins of the Federal Road of Alabama probably began centuries ago as an Indian trail that ran from the vicinity of modern day Montgomery, Alabama, southwestward toward the mouth of the Alabama river just north of modern Mobile. Over much of this distance, an ancient path followed ridges dividing the valley of the Alabama River to the west, from the valleys of the Conecuh and Escambia Rivers to the east, giving travelers a path largely unimpeded by streams, swamps and other natural obstacles. [ALDOT]

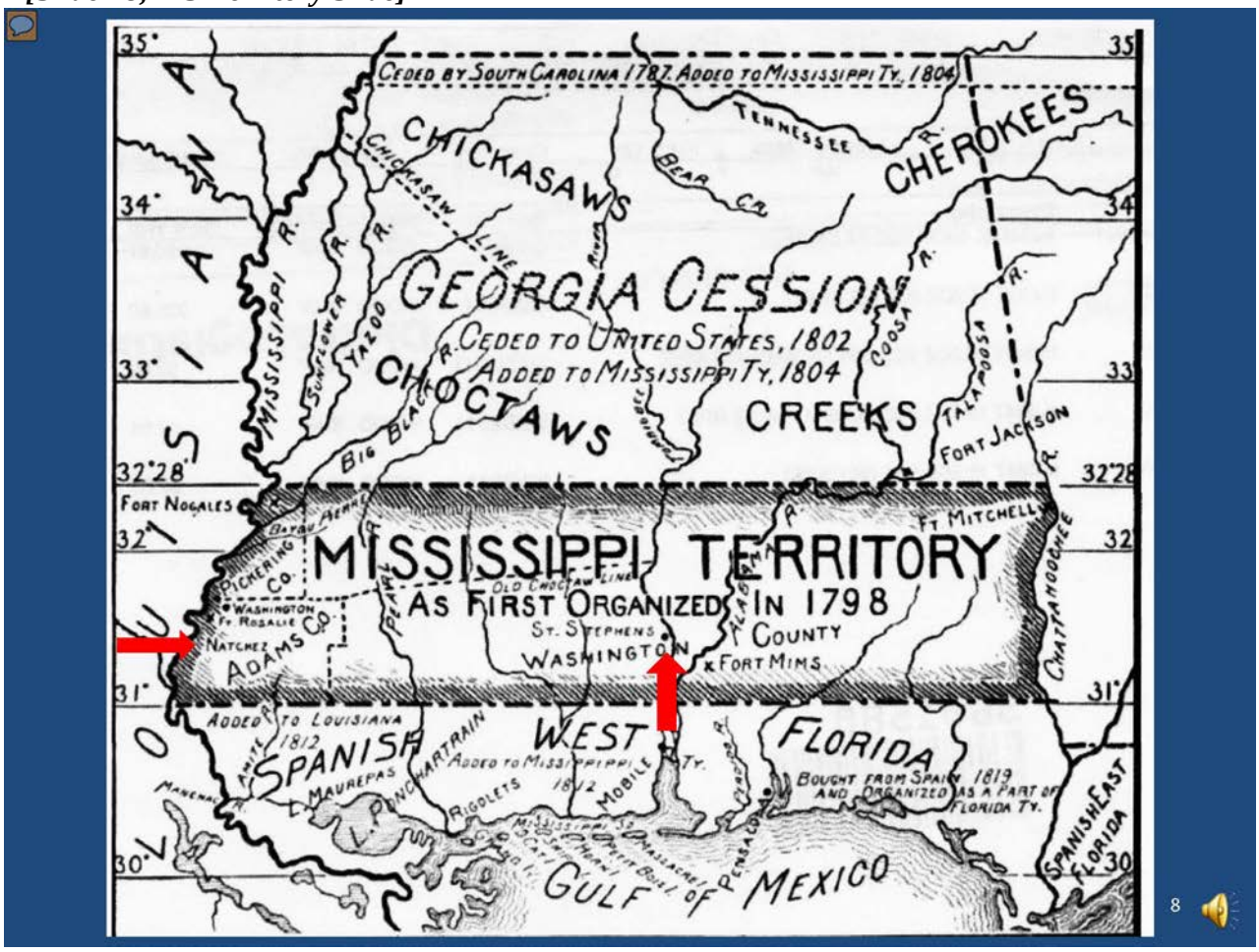
This slide shows these early Indian trails on this 1733 French map by Baron de Crenay. In the upper right-hand corner is the vicinity of Montgomery with the Alabama River running to the center and then down to the bottom of the left third of the map where it connects with the Mobile bay. The central river running from top to bottom and entering the same location as the Alabama is the Tombigbee River. The river to the left is the Pascagoula River in present day Mississippi.

In the days before the arrival of European colonists, these trails connected towns of the southeastern Indians and served many purposes. They were travelled by hunting parties going to and from traditional deer and bear hunting grounds; war parties used the paths of their enemies in search of vengeance and captives; and trade goods moved great distances, at first on the backs of humans and later on packhorses. [ALDOT]

By the late 17th and early 18th centuries, explorers, traders, agents, and a few missionaries, all from European colonies in America, converged on this land known as the Creek Nation from three directions. The British came west from Charles Town, the Spaniards came northwest and north from St. Augustine and Pensacola, and the French came northeast from Mobile. Each of these European nations wanted to dominate the land that later would become the state of Alabama.

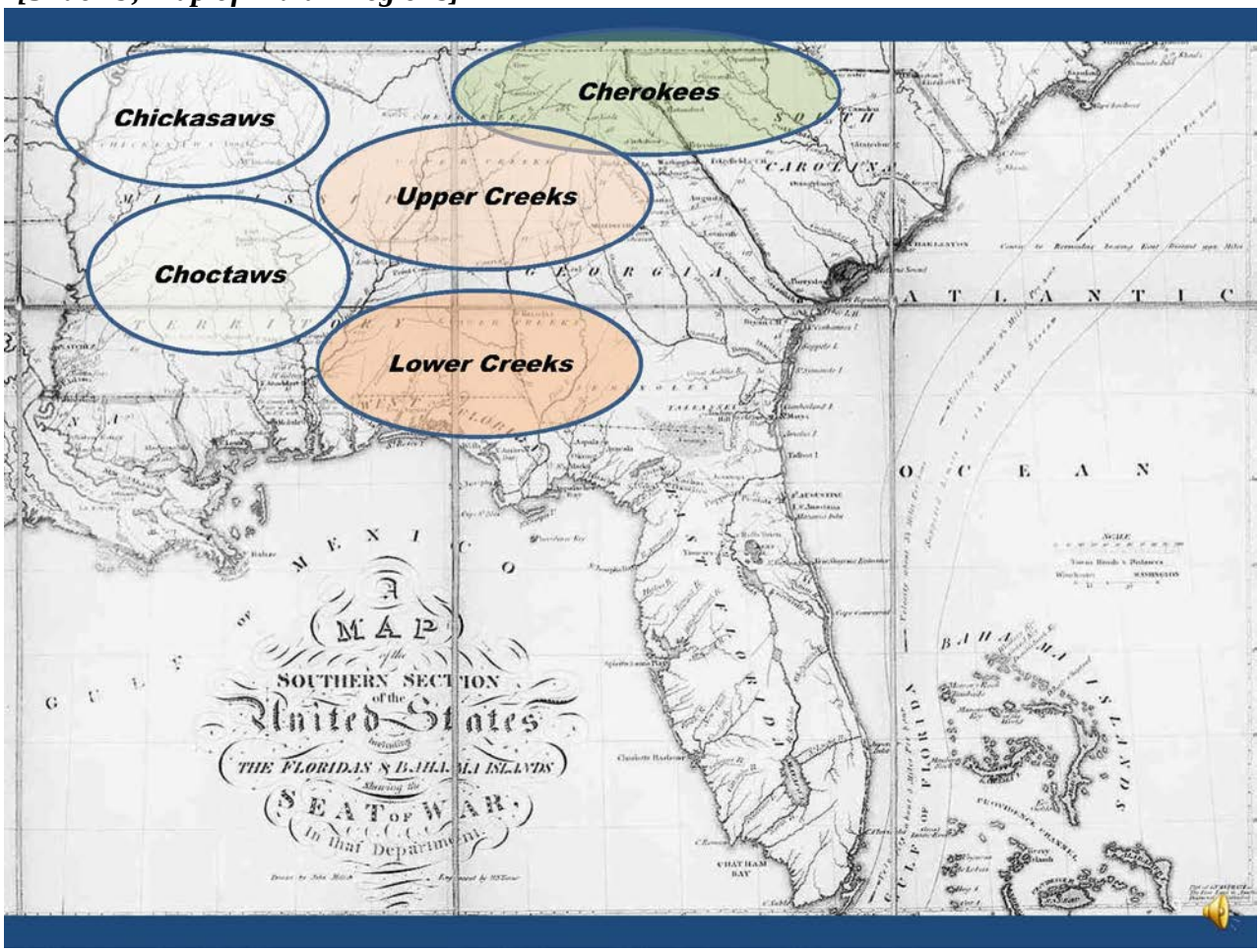
As traders arrived, they drove packhorses laden with deerskins and other hides and pelts out of the interior and over existing Indian trails and left behind cloth, firearms, knives, and other manufactured goods. Despite the attention given this exchange of goods, the flow of information throughout the region was just as important. News travelled quickly by means of these trails, and the southeastern Indians remained remarkably well-informed about distant events. When speed was paramount, the more astute European and American officials employed native runners to carry important correspondence overland, instead of relying on their own ship-borne mail systems linking the colonial-era coastal towns. These ancient trails or portions of them would become roadways for the future migration of European colonists and Americans seeking adventure and a fresh start in the Old Southwest. [ALDOT]

[Slide #8, MS Territory Slide]



By the time American independence was declared from Great Britain in 1776, American colonist had pushed the line of settlement westward to the Appalachian Mountains. After the American Revolution, westward movement of settlers intensified. As part of the 1783 Treaty of Paris that ended the war, the young United States acquired the British claims to all lands east of the Mississippi River. In June 1792 Kentucky became a state by separating from Virginia; then in June 1796 Tennessee became a state. In April 1798, Congress created the Mississippi Territory out of lands north of the 31st parallel formerly claimed by the colony of Georgia. By 1804, the territory possessed two white settlements, St. Stephens on the lower Tombigbee River (north of Mobile) and Natchez on the lower Mississippi River. The territory's boundaries included: Spanish Florida to the south, the Mississippi River to the west, the state of Tennessee to the north, and to the east, Georgia, which had grudgingly relinquished its claims to the area in 1802.

[Slide #9, Map of Indian Regions]



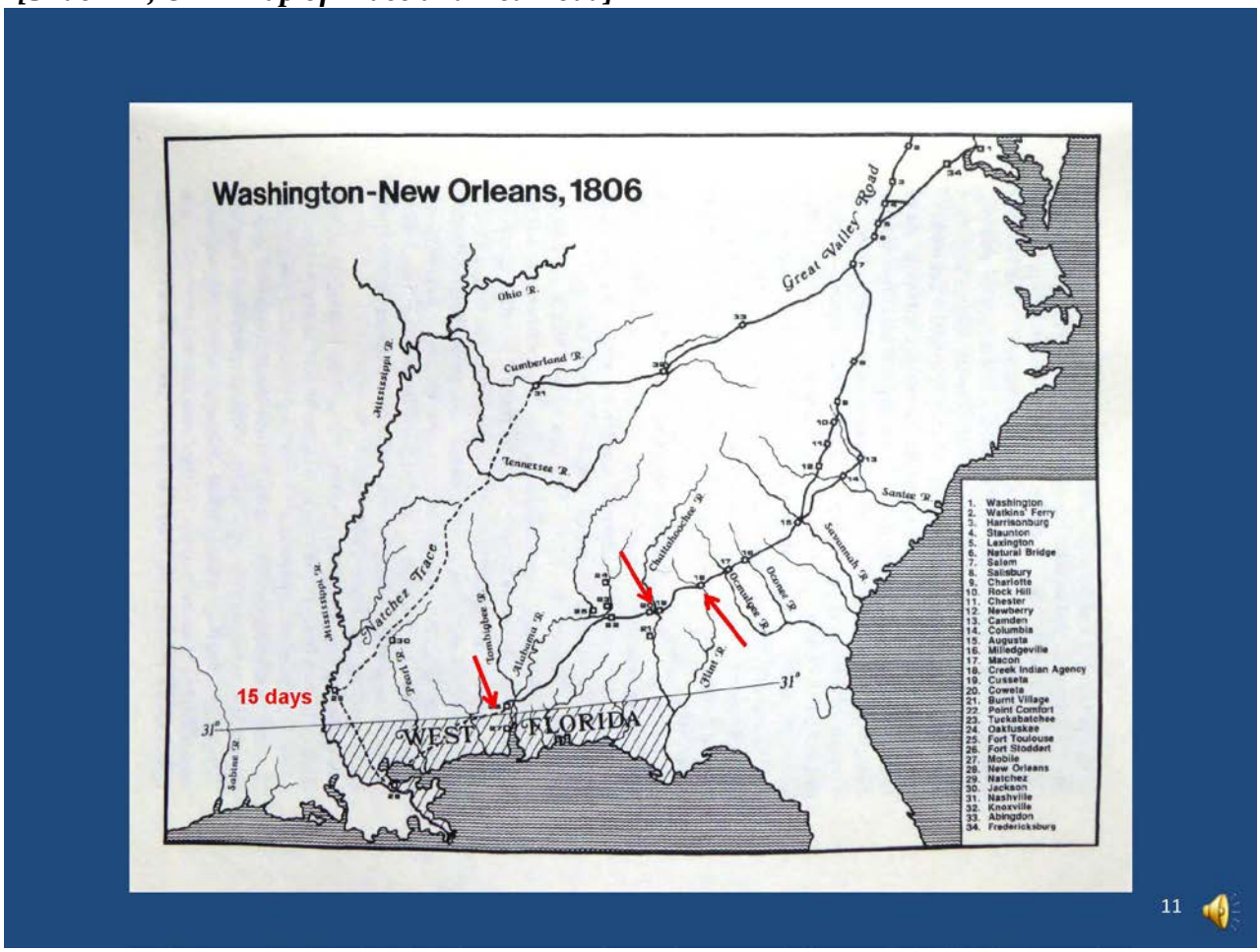
On this slide I show the general regions of the southeastern American Indians. Between the Tombigbee River settlement of St. Stephens and the western part of Georgia lay the confederacy of the Creeks Indians extending its boundaries northward well toward the Tennessee line. Adjoining the Creeks on the north lay the territory of the Cherokees, extending eastward into Georgia and northward into Tennessee. Between the Tombigbee River and the lower Mississippi River lay the lands of the Choctaws, and northward of them the country of the Chickasaws took in the northwestern corner of future Alabama and extended across northern Mississippi and western Tennessee. Any crossing of these regions would require dealing with these various Indian nations. Indian agents during British colonial rule were dispatched into these areas to establish trade and gain access into and across their land.

The use of these agents continued to be an important position under the young United States government, and Colonel Benjamin Hawkins, appointed in 1795 by good friend President George Washington, would play a vital role over the next 20 years in securing the trust of the Creek Indians and negotiating treaties to cross over or acquire their land.

[Slide #10, Louisiana Purchase Map]

In 1803, President Thomas Jefferson authorized the purchase of New Orleans and the Louisiana Territory from France, effectively doubling the size of the United States. Jefferson understood the importance of safe and adequate transportation for military defense and commercial interests in the newly acquired settlements of Louisiana. He lobbied to build a road through Creek territory, recognizing that the future of southern commerce depended on easy access to the port of New Orleans. On October 31, 1803, Congress passed enabling legislation giving the president power to establish lines of communication and to protect the new territory.

[Slide #11, OFR Map of Trace and Fed Road]



Jefferson acted quickly to establish these lines of communication between the Capital and New Orleans. Homework had already been done by the postmaster general, Gideon Granger; in September when he had ordered a trial run to New Orleans over the Natchez Trace. If horses were changed every 30 miles and riders every 100 miles, Natchez could be reached in 15 days.

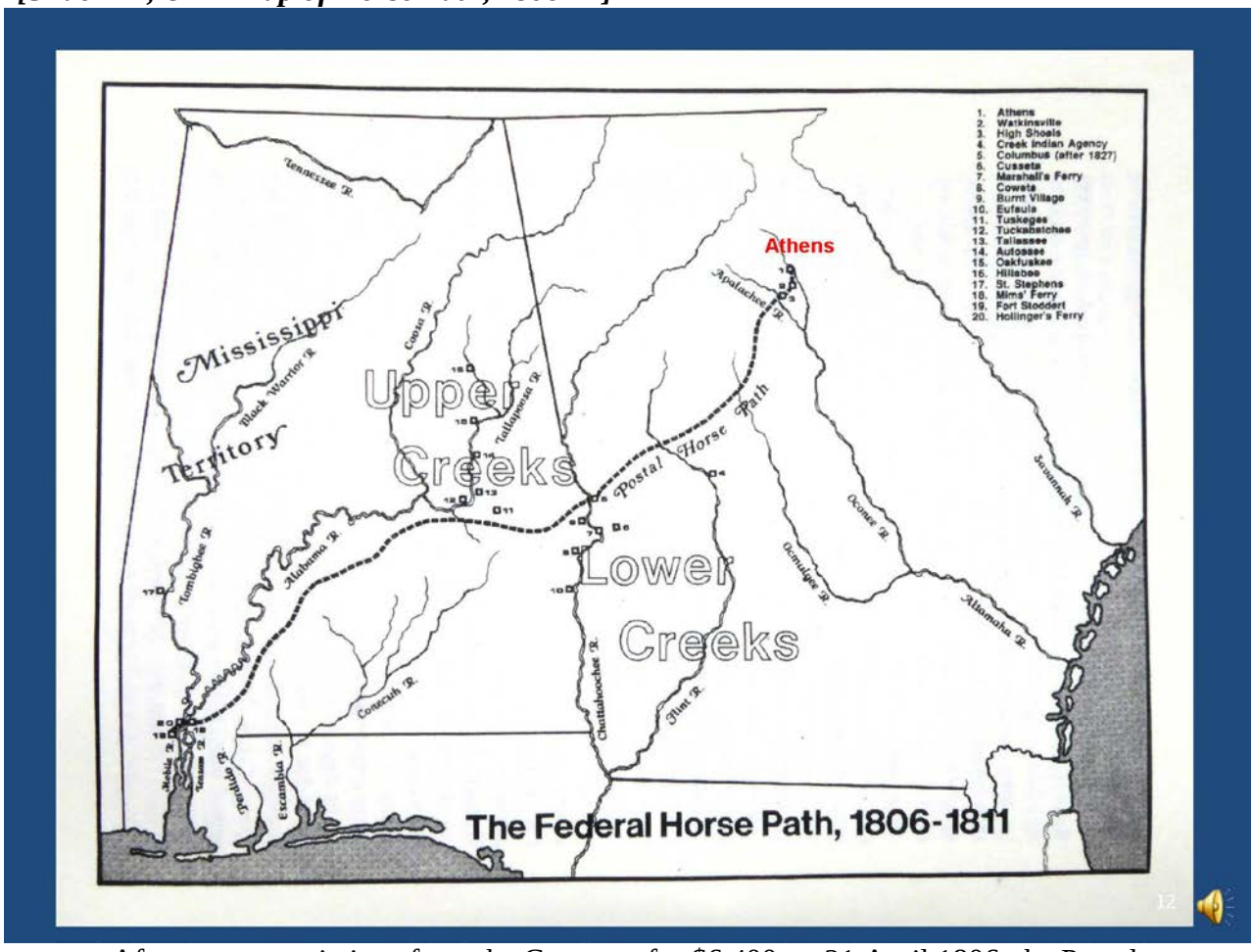
Still, the exchange of dispatches between Washington and the western reaches of the new region would take more than a month at least. Jefferson lost no time in starting the process. Immediately after the enabling act was signed, a post rider left Washington, carrying important documents for officials in the new region.

In November 1803, Secretary of War, Henry Dearborn asked Colonel Hawkins to suggest a location for the road. Dearborn also asked General James Wilkinson in New Orleans to report on the feasibility of a road from Hawkins's place on the Flint River, in western Georgia, to New Orleans by way of the Alabama and Tombigbee rivers. Wilkinson reported back there were two possible routes from the Coweta Indian village on the west back of the Chattahoochee to Mobile that should be considered.

In February 1804, Secretary Dearborn asked Colonel Hawkins to seek permission from the Creeks for an open road through their territory. In July of that year Isaac Biggs, an assistant

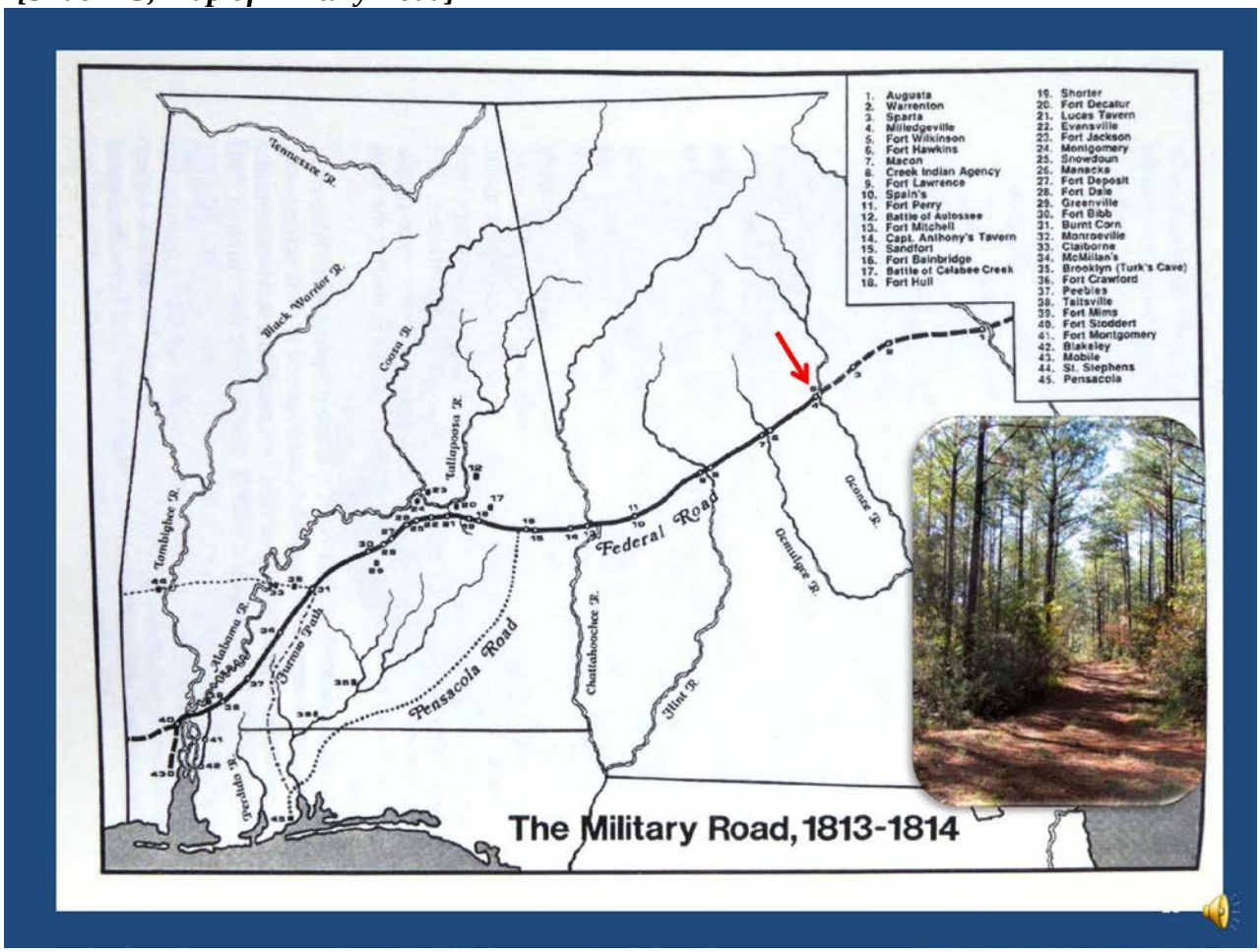
surveyor general of the United States, offered to survey a road from Athens, Georgia to New Orleans through the Creek Nation. He would take observations of latitude and longitude at important points along the way. This task was done with great difficulty. Biggs and a companion had trouble obtaining local Indian guides, got lost several times, experienced fatigue and came down with the fever. Finally after four months, they arrived in New Orleans having traveled a little more than 1,000 miles from Washington. On December 22, 1804, Biggs sent a letter to President Jefferson detailing his survey and stating that his survey was only 14.5 miles longer than the 965 mile straight-line distance calculated between the cities. Jefferson sent this information to Congress and on March 3, 1805, they passed an act to establish a post road "from Washington City to Athens, Georgia, to New Orleans. On November 14, 1805 in the U.S. capital, a conference between the United States and representatives of the Creek Indian Nation resulted in the Treaty of Washington. Not only did this treaty allow the establishment of an "official public postal service" in the new territory, it also established communication with troops that could face the Spaniards and the British in that critical corner of the United States.

[Slide #12, OFR Map of Horse Path, 1806-11]



After an appropriations from the Congress for $6,400 on 21 April 1806, the Postal Department began the oversight of clearing a horse path running from Athens, Georgia to south of Columbus, Georgia, to south of Montgomery, Alabama, then southwestward to Fort Stoddert, which was north of Mobile, Alabama, and then on to New Orleans. The road specifications required that brush be cleared to a width of 4 feet; trees laying across the path to be removed; causeways across the swampy bogs were to be made of logs five feet long; and logs were to be laid across the creeks. According to projections, the distance from Washington to New Orleans would be 1,152 miles, or 320 miles shorter than the route over the Natchez Trace and would reduce the travel time by 10 days. As it turned out though, the Postal Department would later return to using the Natchez Trace as its main postal route, having found the *Federal Road's* shorter route impractical because of the many streams without bridges or ferries.

[Slide #13, Map of Military Road]



In 1811, fearing war with the British, the U.S. government widened and rerouted the postal horse path in order to create a military road for the movement of troops, supply wagons, and ordnance. It began at Fort Wilkinson near Milledgeville, Georgia, then the state capital, and headed southwest. At present-day Macon it entered the lands of the Lower Creeks, heading on toward the Chattahoochee River about nine miles south of Columbus and then followed closely the postal horse path on southwestward to Fort Stoddert north of Mobile.

"The road built by the military was intended to be sufficient for moving supply wagons, cannons, and men on horse and foot. The type of construction was similar to other military roads connecting Nashville, Natchez, and other critical locations in the West." It was not to exceed 16 feet in width. And not more than 8 feet of the 16 was to be cut down to 6 inches above the ground and smoothed for passengers. Swamps and streams were to be causewayed and bridged.

[Slide #14, Pics of Andrew Jackson & Horseshoe Bend map]

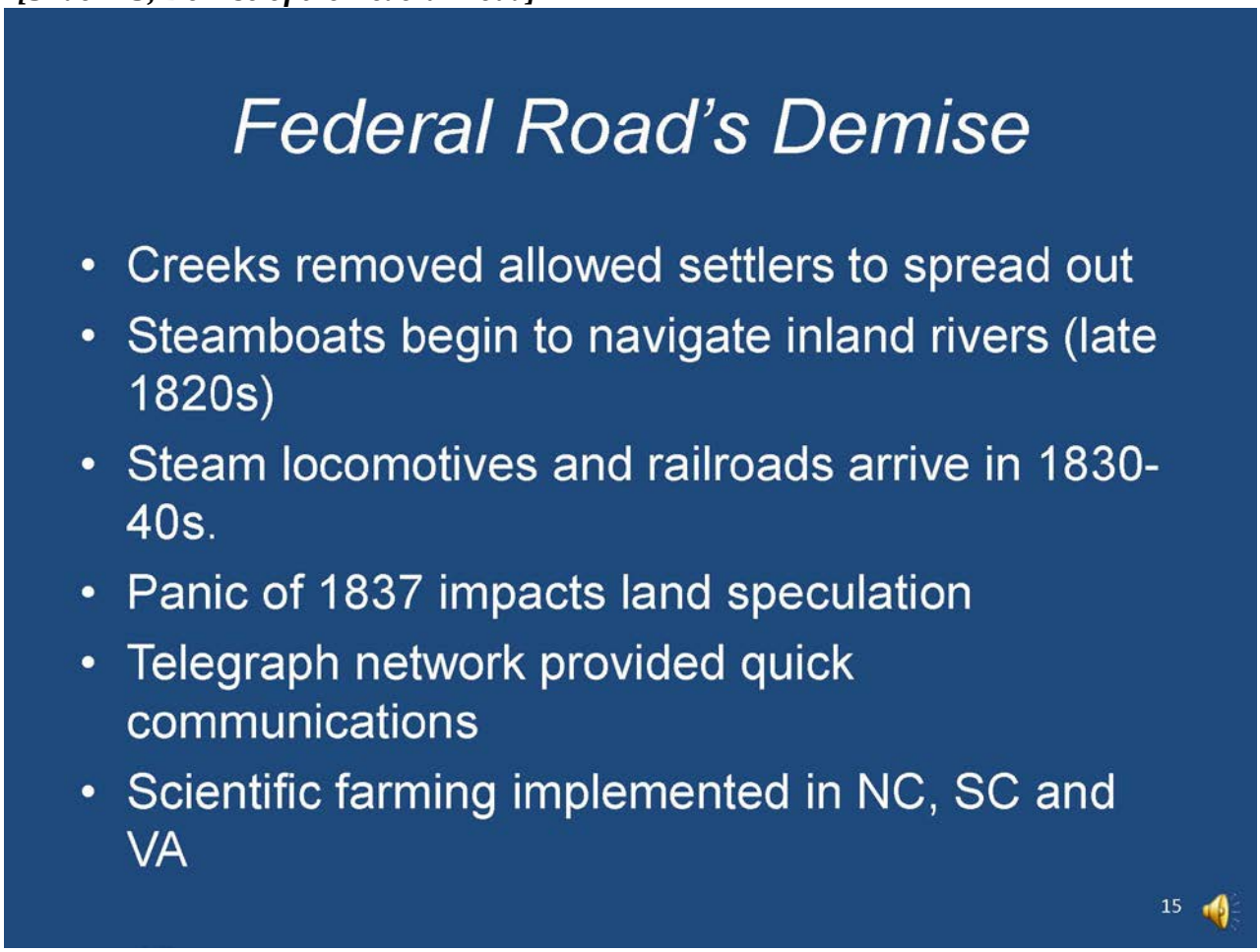
The conversion of the horse path into a road for wheeled vehicles quickly increased pioneer traffic through Creek Nation. Colonel Benjamin Hawkins, the Indian agent, reported that between October 1811 and March 1812, 233 vehicles and 3,726 people had passed his Flint River agency headquarters in western Georgia heading west. This increased traffic through Creek territory inflamed factionalism in the Creek towns and helped inaugurate a violent sequence of events that led to the Creek War of 1813-14 and the eventual removal of the Creeks from their homeland. The Federal Road's logistical significance was also marked by the construction of several forts and other frontier outposts which followed in the wake of the advancing American army as it fought the Red Stick faction of the Creek Indians. In March 1814, after several battles with the Red Stick Creek, General Andrew Jackson won a decisive battle over them at the Battle of Horseshoe Bend on the Tallapoosa River.

This battle broke the power of the hostile Creeks. Many were dead, and others fled across the Spanish line into Florida. Later in 1814 the chiefs who remained met Jackson at the confluence of the Coosa and Tallapoosa, where Fort Jackson was erected, and were forced to surrender a broad strip of their land running along the Florida border, and all that which lay west of the Coosa River. Thus, practically the entire Alabama-Tombigbee basin was cleared of the Indian title and secured this land for settlement by eager white pioneers. The Mississippi Territory was indebted to General Jackson not only for safety, but also for room in which to

grow.

After 1814, a tenuous peace prevailed in the Creek Nation. The Treaty of Fort Jackson officially ended the fighting of 1813-14, but it did not remove the threat of violent death at the hands of vengeful Indians. The British and Spanish, allies of the hostile Creeks and Seminoles, were vanishing. The ratification of the Treaty of Ghent in 1815 concluded the War of 1812, and the United States had navigational rights to the Mississippi River. The Spaniards left Mobile for good in 1813 and ceded the Floridas in 1821. News that the United States had cleared these three obstacles from the path of expansion, opening lands west of the Creek Nation and above the thirty-first parallel, over which Fort Stoddert stood sentinel, made the Alabama and Tombigbee river valley into magnets for settlers seeking fertile soil and a fresh prospect of a new life.

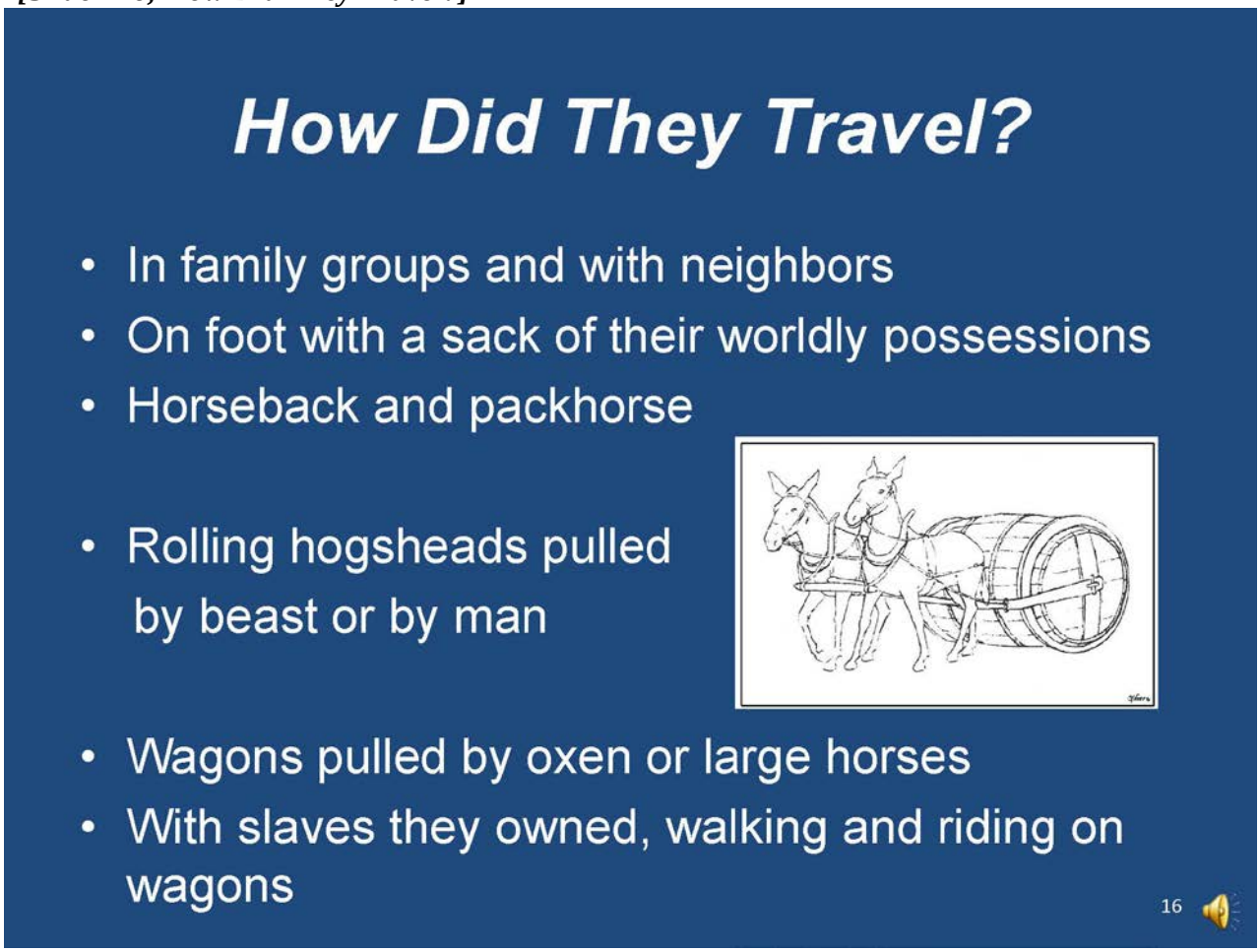
[Slide #15, Demise of the Federal Road]



After three decades of constructing, improving and traveling the Federal Road, its role as the primary means to cross Georgia and get to the new states of Alabama and Mississippi and farther West was coming to an end. With the defeat and removal of the various Indian nations, settlers had the freedom to spread out and leave the security and safety of the Federal Road. As steam powered technology was introduced with the construction of steamboats, locomotives and railroads in the 1820s and 1830s, travel over the Federal Road diminished considerably. Worsening economic times in the Panic of 1837 further reduced traffic along the road, thereby reducing to a trickle the rush for cheap land that had begun the "Alabama Fever" in the early 1820s.

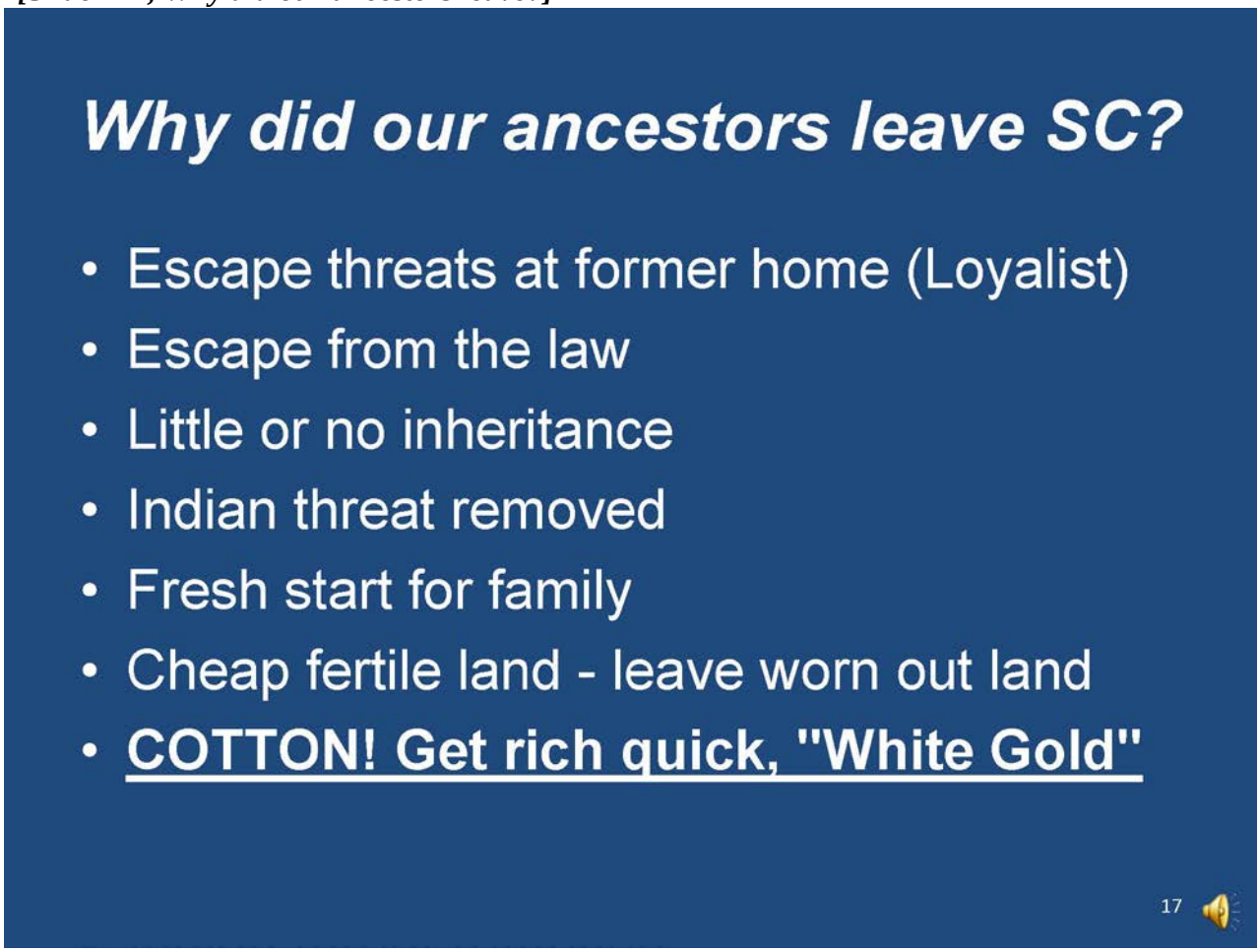
In 1844, Samuel Morse's telegraph key tapped out the final epitaph for the Federal Road by radically improving communication across large distances, lessening the need for frontier post roads as well. Additionally, the Carolinas and Virginia having lost much of their best and brightest began implementing scientific farming methods to restore fertility to their worn out soil. These faster, safer, and more reliable alternatives, and eventually the construction of a network of county, sate, and U.S. highways, contributed to the demise of the Federal Road. Although much of the Federal Road has disappeared, portions of it remain. In Alabama, these remnants can be found in Macon, Monroe, and Conecuh counties, among others.

[Slide #16, How Did They Travel?]



In 1820 thousands of pioneers entering Alabama had caught the "Alabama Fever." They usually came in family groups or with many of the neighbors that provided security and maintained a sense of familiarity. They walked, rode on horseback, or hauled their worldly goods in hogsheads fitted with trunnions and axles so that the whole barrel could be pulled by horses, oxen or by hand. They used all varieties of vehicles, from light carriages to crude wagons. And also they shared the road with early stagecoaches. The road was open to all kinds of travelers; from the poor to the rich and famous.

[Slide #17, Why did our ancestors leave?]



Why were pioneers and our ancestors heading west during the time of the Federal Road? Based on my research, these are the following reasons.

- Escape threats at former home because of remaining loyal to the Crown. (Loyalist)
- Escape from the law
- Little or no inheritance
- Indian threat removed
- Fresh start for family
- Cheap fertile land - leave behind worn out land
- Lastly, COTTON! Get rich quick, "White Gold"

[Slide #18, Cotton]

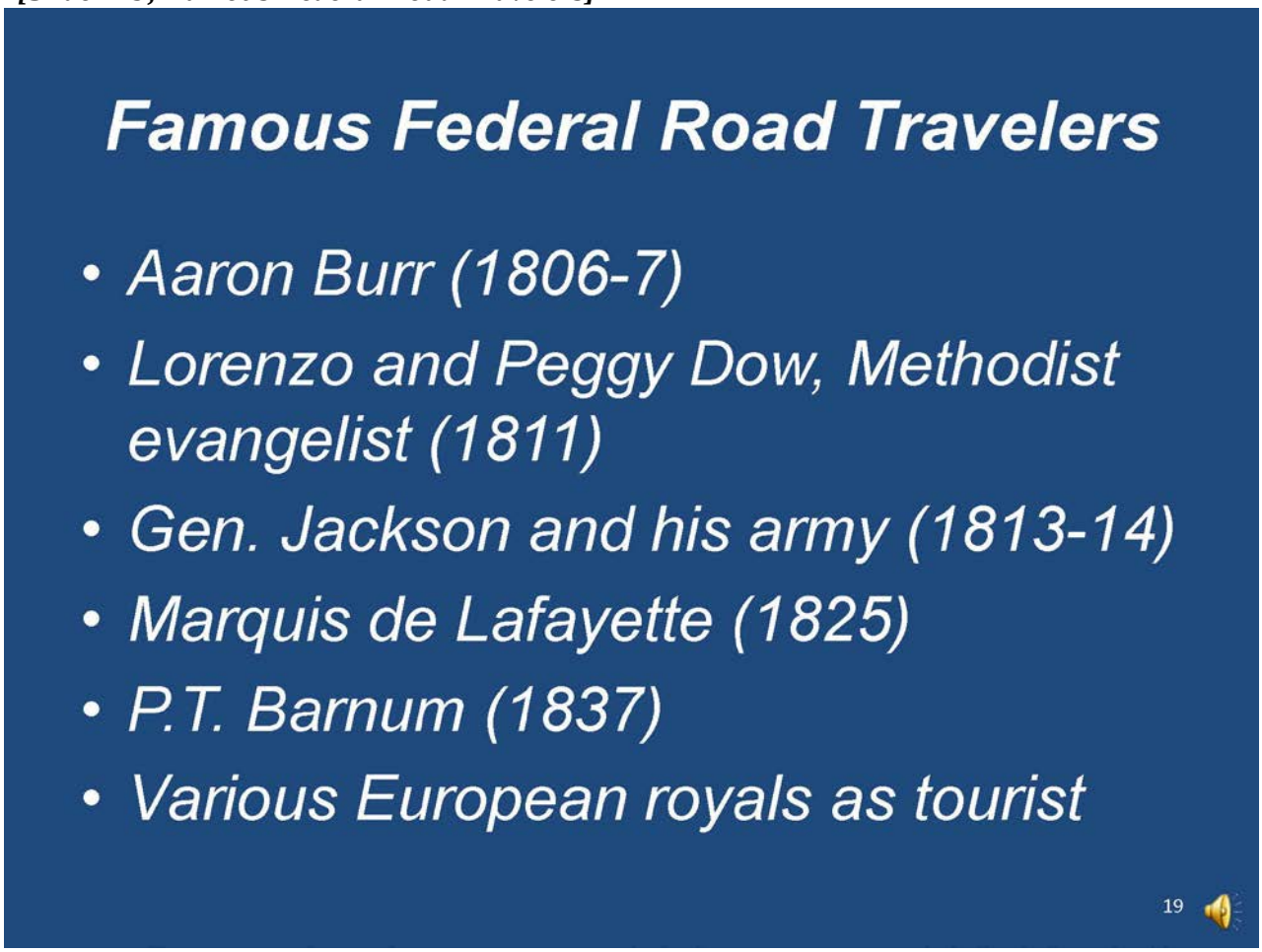
Cotton! Yes, cotton was the primary impetus for the stampede to settle the fertile lands in the Old Southwest after the Creek War ended. Other than sugar cane for sugar, none of the traditional staple crops of rice, tobacco, and indigo which were was grown in the coastal states mattered in the migration to the Old Southwest. The cotton stampede was a direct result of Eli Whitney's cotton gin invention that took place on a Georgia plantation in 1793. Before the gin existed, cotton was grown in inconsequential amounts due to its time consuming labor separating the lint fiber from the seeds by hand. It took one slave one day to produce 1 pound of lint fiber.

The earliest cotton gin could produce more than 50 pounds per day. In the late 18th century Great Britain's textile industry was thriving and created a brisk demand for American cotton. This simple machine would go with early pioneer planters to the new territory and was even introduced to the Chickasaw Indians in northwest Alabama on the Tombigbee River in 1801 at a place call Cotton Gin Port.

Truly the "seeds" for a new economic force in this region and the United States were being planted in this new fertile territory. With the forced removal of the local Native Americans and the taking of their land, the flood gates were opened for cotton-induced migration of whites and their slaves. Think about this, if the cotton gin had not been invented and the need for a large slave labor workforce was not needed what would have happened to the institution of slavery?

Would there have been a Civil War?

[Slide #19, Famous Federal Road Travelers]



I mentioned earlier that the Federal Road became a road for all travelers, rich or poor and some famous. I would now like to mention just a few famous people who traveled it.

- Aaron Burr (1806-7) - Aaron Burr was Thomas Jefferson's first vice-president, he killed Alexander Hamilton in a duel and was accused of conspiring to commit treason by establishing his own empire west of the Mississippi River. In early 1807 when all his plans had failed, he surrendered and was arrested at Bayou Pierre, 30 miles north of New Orleans. He was later transported back to Richmond, Virginia over the Federal Road to stand trial for treason, of which he was ultimately acquitted.

- Lorenzo and Peggy Dow, Methodist evangelist (1811) - Peggy Dow, wife of famed Methodist evangelist Lorenzo Dow, noticed recent improvements to the road when they traveled east from Natchez to Milledgeville, Georgia, via St. Stephens in 1811. When on the east side of the Alabama River she observed that the road was "newly cut out" and that the "fresh marked trees served for a guide."

- General Andrew Jackson and his army (1813-14) - Jackson made and maintained his

reputation by defeating and removing the Indians in the proximity of the Federal Road. He used it when he traveled to defeat the British at the Battle of New Orleans.

- Marquis de Lafayette (1825) - French general Lafayette along with his son George Washington Lafayette toured the United States for 14 months in 1824-25. His personal secretary recorded that their party was treated to an Indian stick ball game, described in all it formality and violence. It's star was Chief Chilly McIntosh, son of recently murdered Chief William McIntosh.

- P.T. Barnum (1837) - Phineas Taylor Barnum had just begun his career as a showman when he crossed the Creek Territory from Columbus, Georgia to Montgomery, Alabama. He recorded this ,"The day previous to [our] starting, the mail stage had been stopped, the passengers all murdered, and the stage burned, the driver escaping almost by a miracle. "We all armed ourselves with guns, pistols, bowie-knives, etc., and started on our journey.

[Slide #20, OGSGS Webpage]

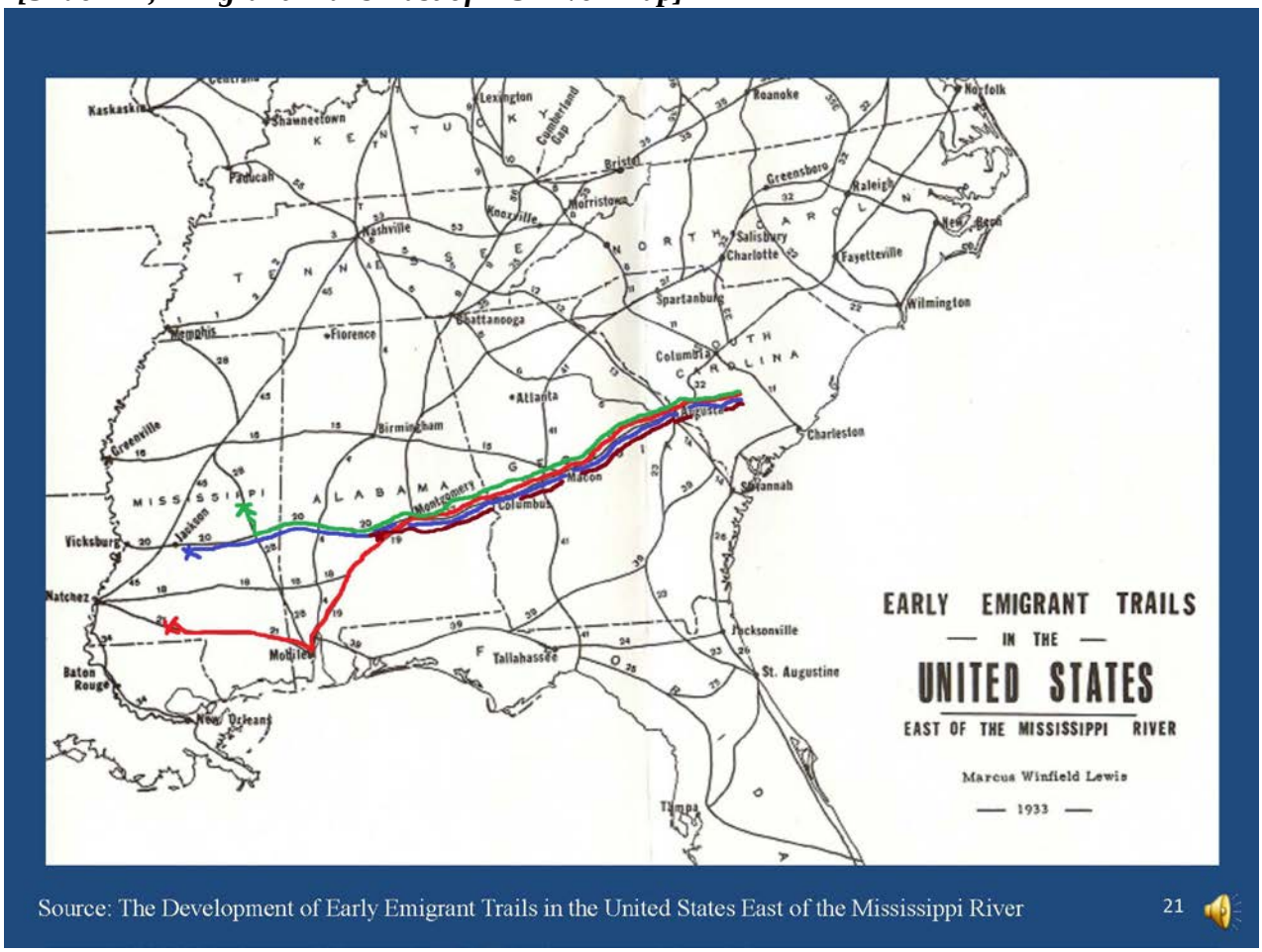
Now I will discuss the migration from South Carolina into the Old Southwest by identify a sampling of families who left the Orangeburg District during the Federal Road period and make educated guesses on how that may have traveled based on their final destination since most left no records of their route traveled. Early this summer I made an appeal on our email list for information on South Carolina ancestors who left the Orangeburg District and headed west in the early 1800s. I wish to thank those who responded.

Before I get to those families though, I would like to say that on our Society's website there is a section entitled, "Migrations" located on the home page. If you haven't used this resource, you need to look at it and find your family's name. It lists many families that migrated from the Orangeburgh District in the early to mid 19th century westward to Alabama, Georgia, Mississippi, Louisiana, Texas and Arkansas. Most of this work was initially conducted by our own Gene Jeffries and updated by other family researchers in recent years. This work is generally undocumented and should not be treated as authoritative documentation on these families, but it is a good starting point for further research.

In a minute when I talk about our ancestors who went west, let's try to feel as they might have felt. What emotions did they go through when they decided to leave South Carolina and then what emotions did they experience on their journey? Let's see if we can get into the mood. Close your eyes, or maybe just one and listen to the emotions I came up with.

- Anxiety and uncertainty of the unknown
- Leaving family and friends, possibly never seeing them again
- Excitement of the adventure
- Hunger and thirst at times
- Physical strain and pain from pushing wagons uphill and digging them out of the mud
- Awe of the beauty of the landscape
- Isolation from seeing no other humans
- Cold and wet camps in the wilderness under the wagon with no fire
- Relief to sleep in a tavern with a roof over your head
- Sorrow from the death of a loved one or friend that was buried on the trail
- Fear of attacks by hostile Indians, robbers, or wild animals
- Relief at finally arriving at your destination

[Slide #21, Emigrant Trails East of MS River Map]



Now to some of those families that were submitted to me.

On 23 Nov 1811, Daniel McDaniel and his wife, 4 sons, and 2 daughters of Barnwell District, received a "passport" to cross Indian Territory bound for Pike County, Mississippi. According to various family records, McDaniel was born about 1775 in Orangeburg District. He lived in the area near Willow Swamp Baptist Church near present day Norway, South Carolina. His family along with his neighbors, the Felders, Simmons, Varnadoes and Tylers, all members of Willow Swamp church moved together to Pike County. Based on their final destination in south Mississippi, these families surely traveled the Federal Road during its Military Road days all the way to Fort Stoddert north of Mobile and then headed west to Pike County, Mississippi.

In the early 1820s, one of my collateral ancestors, Joseph Holman and wife Anne Parlor with their children, left the Bull Swamp area of Orangeburg District and settled in the Dutch Bend area on the Alabama River in Autauga County, Alabama. I have yet to determine if they traveled with the 69 wagons that left Orangeburg about this same time and settled in the Dutch Bend area. They all would have traveled the Federal Road during the "Alabama Fever" period

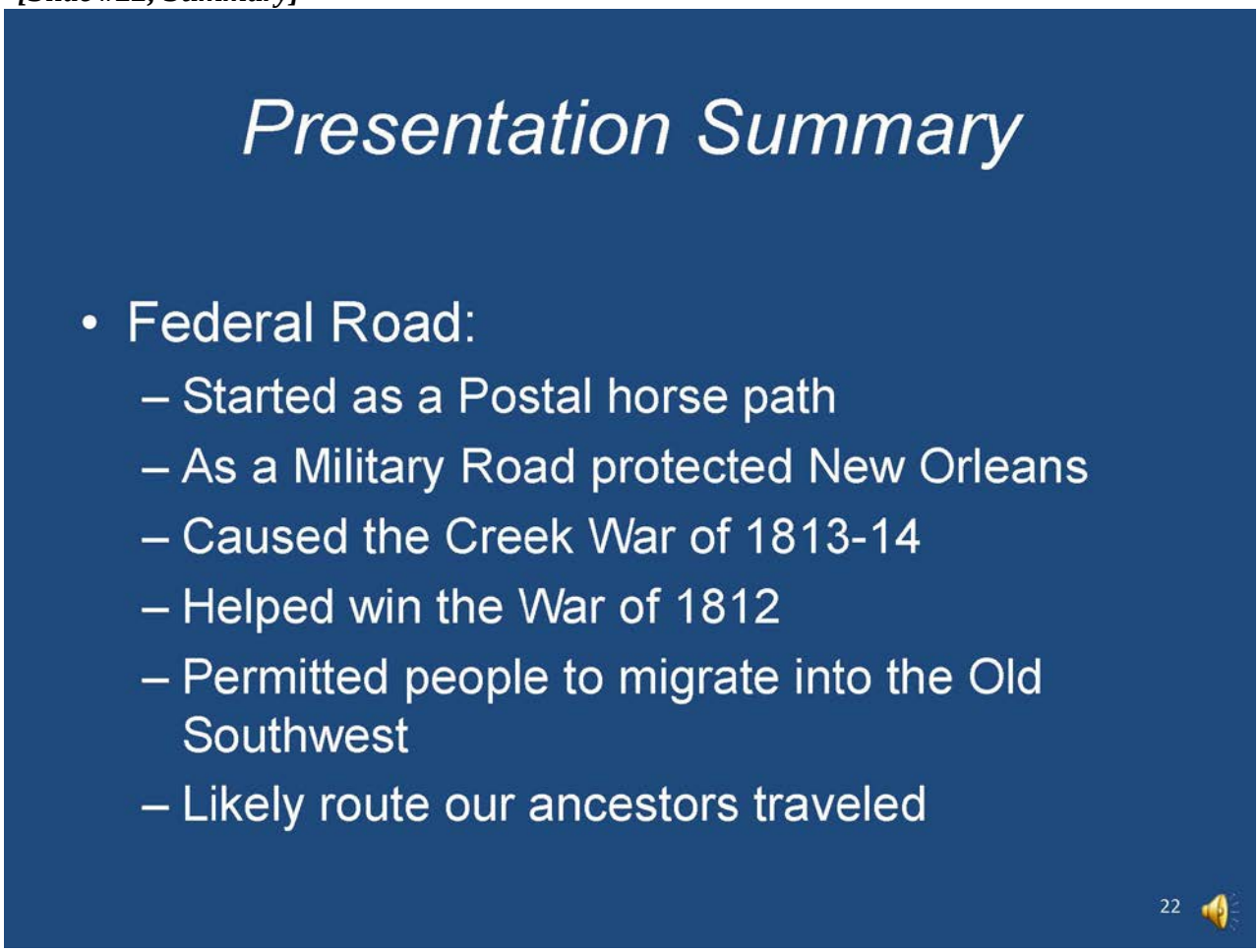
from Augusta to near Montgomery and then crossed the Alabama River into Autauga County and settled south of present day Autaugaville, Alabama.

In 1828 a wagon train of Orangeburg District families were on their way Texas when at a stop in Rankin County, Mississippi, a young girl died after a fall from a vine. As a result, the Kersh, Rhodes and Myers families stayed and formed a church, which they named Shiloh, after their home church back in South Carolina. They would have traveled the Federal Road from Augusta to near Montgomery and there crossed the Alabama River and headed due west toward Demopolis, Alabama, then to Meridian, Mississippi and then stopped about 6 miles southwest of present day Pelahatchie, Mississippi.

In 1836, my 3rd great grandfather Elder John Holman, Jr., and wife Elizabeth Young with their grown children and wives, along with his two brothers, families of the Youngs and Tylers left the same Willow Swamp church area mention previously for Neshoba County, Mississippi. They would have traveled the Federal Road from Augusta to near Montgomery and there crossed the Alabama River and headed due west toward Demopolis, Alabama, then to Meridian, Mississippi and then northwestward to Neshoba County, where the Choctaw Indians had recently been removed.

There are other families that I could have mentioned, but I mainly wanted to show you that using a map such as this one shown, knowing your ancestor's South Carolina home location and their final destination, you can make a good estimate of the route they probably traveled. A copy of this map can be found in Volume 7, Number 1, December 1997 of our Society's newsletter.

[Slide #22, Summary]



I will close by saying that the Federal Road of Alabama opened the Old Southwest as a postal horse path, allowed military transports to protect New Orleans and the new borders to the west, caused the Creek War of 1813-14, helped win the War of 1812 against the British and then it permitted tens of thousands of people from the Atlantic seaboard to come into the Old Southwest to start a new life. The Federal Road helped usher in a new era of national expansion, communication, and exploitation and removal of Native American Indians who were in its path. The Federal Road of Alabama had a profound impact on the history of this region and the United States.

[Slide #23, Sources]

Here are the primary sources used for this presentation. The first source is the first book-length study ever done on the Federal Road and is considered the "Bible" of the Federal Road. The second source captures the personal experiences of many famous travelers over the road, and the third source is a recent study preceding archaeological investigations along the road that has an in-depth historical account of the road. It can be downloaded from the internet. The last source on cotton is a great book on the history of cotton's rise to power and its relationship to race and slavery.

- Southerland, Henry deLeon Jr. and Jerry Elijah Brown, *The Federal Road through Georgia, the Creek Nation, and Alabama, 1806-1836* (Tuscaloosa: University of Alabama Press, 1989)
- Benton, Jeffrey C., *The Very Worst Road: Travellers' Accounts of Crossing Alabama's Old Creek Indian Territory, 1820-1847* (Eufaula, AL: Historic Chattahoochee Commission of Alabama and Georgia, 1998)
- Christopher, Raven M. and Gregory A. Waselkov. *Archaeological Survey of the Old Federal Road in Alabama* (Montgomery, AL: Alabama Department of Transportation, 2012). Download from www.usouthal.edu/archaeology/pdf/ofr.pdf
- Lewis, Marcus W. *The Development of Early Emigrant Trails in the United States East of the Mississippi River* (Washington, D.C.: National Genealogical Society, 1933)

- Dattel, Gene, *Cotton and Race in the Making of America: The Human Costs of Economic Power* (Chicago, IL: Ivan R. Dee Publisher, 2009)

[Slide #24, Contact Information]

That concludes my presentation. If anyone has any comments or questions please contact me at the information shown on this slide.

Thank you for this opportunity and have a great Oktoberfest. I wished I were there.