A REPORT ON THE PROPOSED PARKWAY

BETWEEN

AUGUSTA AND SAVANNAH, GEORGIA

TERMED

THE OGLETHORPE NATIONAL TRAIL AND PARKWAY

1939
The Department of the Interior
National Park Service

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SUMMARY OF FINDINGS AND RECOMMENDATIONS

Under the authority of an Act (Public No. 646), approved on June 16, 1938, the National Park Service of the Department of the Interior has conducted an historical and parkway location survey "of the old Indian and Oglethorpe Trail throughout its entire length leading from the City of Savannah to the City of Augusta, Georgia, the same to be known as, 'The Oglethorpe National Trail and Parkway'". As a result of this survey the following findings and recommendations are presented.

I. Historical Findings:

1. Through historical research and field reconnaissance there has been established and mapped the oldest route between Savannah and Augusta which it is now historically practicable to determine.

2. This historic route may be identified in part, but by no means in its entirety, with the route described in the 1938 Act.

3. This historic route extended northward from Savannah along the Savannah River, with slight variations to a fork near Hudson's Ferry and below Brier Creek. Beyond that point, the route consisted of two separate and distinct roads, an "upper Old Road" and a "lower Road" to McBean Creek, where the two roads again effected a junction. From that point a single route into Augusta can be established.

4. Available evidence, while insufficient positively to identify the route of the trail cut at the direction of General Oglethorpe in 1739-1740, in general supports the route known as the "upper Old Road".
This is at variance with the route described in the 1938 Act. The upper road, while probably older and closer to the "original", is historically less interesting.

5. The historic sites carefully enumerated by the 1938 Act are mainly located along the route of the so-called Old Savannah River Road.

6. Available evidence, while identifying interesting remains of Indian occupation in the Savannah River region, is insufficient to prove the exact location of the "old Indian ... Trail" mentioned in the 1938 Act.

7. The colonial route between Savannah and Augusta was an important route of trade and travel in the Savannah River region of Georgia and South Carolina, but it did not assume the character of a major national artery of travel and communication as did, for example, the Natchez Trace.

8. The historic sites located on or near the colonial route, at Mulberry Grove, the Irene Mound, and Savannah, are believed to be of national significance. Other sites along the route are believed to be of regional, state or local significance. The major national historical interest in Georgia and adjoining States lies along the seaboard from Charleston through Savannah to St. Augustine, rather than along the Savannah River between Augusta and Savannah.

II. Parkway Design Findings:

1. It is feasible to construct a parkway between the cities of Savannah and Augusta.
2. This parkway would present a type of scenery not encountered on either of the two other national parkway projects and which would be of moderate beauty and interest.

3. Construction costs would be moderate.

4. The finest location would be obtained by generally keeping as close to the Savannah River and its flood plain as possible.

5. A limited number of sites are available with potential value as recreational, scenic and historic "enlargements" of the right of way.

6. The value of the line as a national parkway is dependent primarily upon its potential worth as a portion of a parkway connecting the Blue Ridge Parkway and the Atlantic Coast. This connection might better be located elsewhere in the general vicinity, but there has been insufficient study of the entire southeastern region to reach a final conclusion.

7. A survey by the Bureau of Public Roads reports that traffic along the Savannah-Augusta route is already adequately served by existing highways, and that the proposed parkway could not be justified from the viewpoint of traffic needs. The National Park Service, however, does not feel the construction of a parkway should be judged solely on the basis of traffic demands.

III. Recommendations:

1. It is recommended that the proposal be termed feasible but that commitments as to its desirability be postponed until Congress has had opportunity to consider and express its views on the
desirability of establishing a parkway connecting the lower section of the Blue Ridge Parkway and the Atlantic Seaboard, of which the proposed Oglethorpe National Trail and Parkway might form one link.

2. It is recommended that the National Park Service be authorized to make, and that funds be made available for, a reconnaissance survey and report to Congress to determine the desirability and location of the best parkway line to establish a connecting link between the lower section of the Blue Ridge Parkway and the Atlantic Coast, providing access through existing or proposed roads to the rich historical area of the south Atlantic Seaboard.
Map of the Proposed Parkway Between Savannah & Augusta Showing Historic Routes and Sites

Legend

PROPOSED PARKWAY
OLD RIVER ROAD
UPPER ROAD

Basic data: Burst Map of Georgia 1839

Savannah

Richmond

Burke Co.

Ogeechee River

Chesnee

Cherokee Hill

Cherokee Town

CHIANA, INDIA
PARKWAY DESIGN CONSIDERATIONS

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A. Authorization.

The Congress of the United States approved on June 16, 1938, an authorization to survey an old Indian trail and the highway termed in the Act (Public No. 646), the "Oglethorpe Trail" with a view of constructing a national roadway on this route to be known as "The Oglethorpe National Trail and Parkway."

B. Original Justification:

The justification for the choice of this location as a probable parkway route was based on three major factors:

a. The historical significance of the route and the points of historic interest on the route.

b. The scenic value of the southern river-type of country.

c. The possibility of the route in providing a valuable link in a national system of parkways.

C. Reason For This Report.

This report is the result of a survey of the route primarily to determine the scenic possibilities, the most logical and interesting location, and an evaluation of its "national parkway" worth. The historians' viewpoint of the proposal and the conclusions drawn after historical research are covered fully in another section of this report.

The field work was performed during July and August of 1938 and January 1939 which enabled the observers to obtain a better grasp of the seasonal scenic and climatic variation.
D. National Parkways.

The fundamental principles of the parkway conception and the design of the roadway involve location considerations differing from that of the usual highway and road location. The true national parkway is not designed purely to serve local needs; that value is incidental although always present. Its primary purpose stated as briefly as possible is to provide a recreational tourway, free from the usual distracting, dangerous, and unaesthetic development to be found on the highway. It should serve the travelers from region to region and be intersectional in its use. It should provide an undisturbed vista of the countryside through which it passes, not attempting to eliminate or hide the normal use of that countryside but to present a picture of the homes and farms and even the commercial use where typical, with the primary aim to make the actual parkway road as unobtrusive as possible, which likewise will make the parkway less liable to intrusion on itself, eliminating the traffic-flow interruptions and other disturbing elements of the usual highway. The roadway should be located to take advantage of all available types of scenic beauty. Thus the parkway becomes the safest, most interesting, educational, and aesthetically satisfying way for the visitor to view a section of the country. Directionality of route becomes a secondary consideration but nevertheless must influence location, for economy of construction and use cannot be disregarded. Slight additions to the length in order to reach choice points of scenic or historic interest are justifiable but
reasonable care must be exercised to prevent divergences from the general route which entail an expenditure of time and motor-operating money (as well as first construction costs) greater than an evaluation of the points thus contacted. Often a low-standard spur road is the solution of the need to reach minor points because it may be rejected by the traveler, lessens the parkway mileage and reduces construction costs.

E. The Savannah River.

The Savannah River in its course between the cities of Augusta and Savannah meanders through a flood plain 1 to 5 miles in width, the flood plain being in an almost direct line between the two cities. The flood plain indicated as marsh or swamp land on the topographic map is covered with thick tree growth of the pre-climax southern coastal and fluvial swamp type. The forest community includes water-oak, sweet-gum, live oak, etc., with the southern pines becoming prevalent on the Georgia bank. The river itself is approximately one-tenth of a mile in width except in the immediate vicinity of Savannah, where it becomes considerably wider and islands are formed. A peculiarity of the rivers draining the southern Piedmont Plateau is the formation of bluffs on the southern banks with the northern bank more indefinite with swamp land irregularly extending into gently rising bank land.

F. The Old River Road.

The original river road where it is possible to identify its location both by historic research and field location followed a generally
excellent line from an engineering viewpoint both in alignment and profile. A rather flat ridge can be discerned by a study of the topographic maps which parallels the flood plain on the south bank and on which the original road generally was located. A score of creeks crossed the alignment and at least six must have required structures of a sort in the early use of the road. Fords were the means of crossing all others, and it is still necessary to ford several creeks on the unabandoned portion today. High water in the Savannah River must have made the road impassable at times. It is impossible to determine the correct original alignment due to the character of the topography and soil. Minor to major variations in location have occurred and complete obliteration would result after 40 or 50 years of disuse of a section. Within comparatively recent years a large section of the approximate early alignment on the Savannah half has been abandoned for a new road farther in from the river. The abandoned portion is becoming impassable for vehicles. Maintenance of creek-crossing structures and fords has been neglected and these points are usually impassable. Several creeks on the Augusta half are likewise impossible to cross with a vehicle and portions of that section are being abandoned. The character of the soil and the topography is such that usually the road did not wear itself into becoming a destructive part of the topography and the results of natural erosion of the road bed are usually not present.

G. Topographic Variety.

A noticeable variation in topography is to be found some 60 miles
from Savannah and thence to Augusta; the river bluffs become more pronounced and the surrounding land becomes definitely of the rolling-hill type with considerable variance in elevation. The tributary creeks cut a more pronounced channel and erosion is noticed as the old road approaches stream crossings. It is this difference in topography which would help add scenic variety to a parkway location.

H. Present Use of Old River Road.

The discussion of the present use of the old road is based on the historical study of the route, which has helped to verify the assumption that existing roads follow the original alignment. The fact that complete obliteration can and did occur must be kept in mind.

The road evidently left Savannah on what is now paved Routes 17 and 21. Route 17 forks north just out of Savannah and the old road continues as a first class unsurfaced road for about 5 miles. Then it again joins Route 21 and is paved for 6½ miles. Both the paved and unpaved portions to this point are programmed for early improvement by the State Roads Commission. The old road leaves the paved highway location just before it reaches the Chatham-Effingham County line. It remains as a narrow woods road for about 5 miles but then has been abandoned except in isolated portions from south of Dash (Rincon) Creek for the greater portion of the route to Brier Creek. A new 30-foot graded road has replaced it in part and a new system has arisen which uses this new road, the so-called "Clyo" road and State Route 21. The old road location is again retained in local use.
from below Brier Creek to, with minor exceptions, the City of Augusta. The exceptions are the various creeks between McBean Creek, most of which it is not possible to cross. A road location, however, is discernible and in some instances becomes a high standard graded road where it becomes a part of a local system. It remains a high standard graded road from the Town of McBean to Little Spirit Creek and is paved from that point to the City of Augusta, a distance of approximately 13 miles.

I. The Parkway Location.

The suggested parkway location lies within 2 miles of the old road location except for three instances — immediately south of Brier Creek, above and below McBean Creek, and at the approach to Augusta. The location does little more than improve the old road alignment for approximately 40 miles of the Savannah half. It is this portion of the old road which is least used or abandoned; and there was little to be gained either scenically or from the engineering viewpoint by departing from the general road location. However, the remainder of the parkway location as shown, seldom touches the old road for two important reasons. Due primarily to the steeper river bluffs it is possible to secure a finer scenic location by an alignment closer to the river. Further, it is necessary to depart from the old road location because of its present use and character which would make difficult the adaption of the road to parkway. Limitation of access would be difficult and the commercial (farming) traffic would need to be served by a parallel road.
In all instances the usual 100 acres per mile right of way is recommended. Desirable river front acquisition and scenic, recreational, and historic enlargements requiring more acreage could be secured by decreasing the average width for intervals where conditions did not require full width. A number of potential scenic and recreational enlargements are indicated by circles on the map.

J. Savannah Terminus.

Although a parkway line is indicated entering Savannah it is recommended that the temporary terminus be at the point where the old road forks from Highway Route 21 about 14 miles from the city (marked "S" on map). An adequate improved highway would thus serve as the direct entrance until such time as a detailed study would cover all possible alternate new routes. The eventual aim might be to swing to the southern limits of Savannah and then along "Victory Drive" or a new parallel outer location, then to connect with Route 80 to Fort Pulaski National Monument. Existing facilities will serve until a more careful study is made.

K. Augusta Terminus.

The Augusta terminus might be handled similarly for the present by connecting with the paved highway at Little Spirit Creek ("A" on map). However, there are two alternates which would serve as excellent entrances to the city. The "Levee Alternate" as shown would be the first choice from all considerations except that of construction cost. It would be reached adjacent to the newly constructed lock and
dam in the Savannah River at what is known as "New Savannah Bluff". Its elevation providing freedom from flood water and a better vista of the adjacent countryside and city would be an interesting location of excellent alignment. It should reduce acquisition costs considerably. The flat top of the levee however is but 8 feet in width and its increase to standard roadway width would entail considerable expensive fill. Both the levee line and the "inside" line enter the city in Broad Street, a double roadway street with a center planting strip which with some city control and improvement would provide a most attractive entrance immediately adjacent to the heart of Augusta. Both locations join each other at Broad Street and it seems feasible to continue the parkway on this line beyond Augusta if that proposal were authorized ultimately by Congress. Including an Augusta entrance and excluding a Savannah entrance the parkway length would approximate 111 miles.

L. Scenic Variety:

The value of scenery is partly dependent on type and it should be possible for the traveler on a national parkway system to view as many varied types as the countryside offers. The southern river-country is a distinctive type which, while not startling in magnificence or grandeur, nevertheless is interesting and of an unusual beauty. The Georgia bank of the Savannah River will acquaint a tourist with the inland southern countryside in possibly as complete a view as possible. The rolling slopes of one portion combined with the
flat, sometimes swampy terrain of another are covered with either pine woodland on the sand soils or the live and other southern oaks, with occasional hickory. The oaks festooned with Spanish moss present particularly attractive groves and where combined with a view of the meandering Savannah River provide a spot of distinctive beauty. Tributary streams do not flow through definite banks but often provide a wide bed from which rise cypress and sour-gum which again are hung with moss suspended over the dark creek water to produce an eerie beauty. River bluffs with occasional old landing sites conjure up pictures of colonial life when the river was the artery of travel and of the life of the scattered settlers. These sites are now used only by local rowboat fishermen and as local "barbecue" gathering places. Present day farms and homesites are distinctive although most structures are unpainted and unpretentious, but the neat arrangement of buildings, each group with its complicated "system" of fences and yards and with the wood of buildings and fences weathered to an attractive gray, will provide a contrast to most other countryside scenes one might have seen in the past.

M. Recreational Use of the Parkway.

The climatic conditions to be encountered will probably limit the use of whatever might be provided in the way of picnic sites and other stopping places. The intense heat and the abundant insect life of a Georgia summer would not encourage roadside stopping. The climate of the spring and even winter seasons would be a contrast to that
encountered on such parkways as the Blue Ridge and would allow considerably more comfortable outdoor use of recreational and scenic sites than possible on the Blue Ridge. Generally, it can be said, however, that these sites would not be as important in the parkway scheme as elsewhere due both to the unavailability of particularly distinctive scenic points and to the summer climatic conditions.

N. Relation to Existing Highways.

The proposed parkway lies between Georgia Highways No. 25 (U.S. Route) and No. 21 and a South Carolina highway which is a combination of State Routes No. 28 and No. 33. Both termini are hubs of intersecting routes but only one road crosses the Savannah River between Augusta and Savannah, that is, Route 73, which connects the aforementioned roads and crosses the river at Burtons Ferry. It would be difficult to justify a parkway on traffic volume. The two parallel highways are more than ample to carry the present traffic. An estimate of increased volume might be made based on anticipated use of the Blue Ridge Parkway and assuming that a good proportion of travelers thereon would swing east to the Atlantic Coast. However, available facilities seem sufficient to care adequately for this increase. The parkway would need to be justified on its parkway values alone.

Direct and excellent highways are available in all directions from Savannah. Similarly it is true of Augusta. Route 25 leads directly to Asheville, Route 12 to Atlanta, Route 1 to the south and to the north, and a choice of less direct routes connects with the Great
Smoky Mountains National Park.

The relation of the line to existing railroads, towns and counties of Georgia needs no description but is readily seen on the accompanying map of the State of Georgia.

O. Traveler Accommodations.

Inasmuch as the entire length of the parkway is but 111 miles and as ample accommodation facilities are available at both termini, no study need be made for the provision of additional facilities. Sites for automobile provision stations and several lunching places can be located where desirable if construction of the roadway is authorized.

P. Estimated Cost.

An estimate of the cost of construction of the route as determined by a preliminary engineering survey by the Bureau of Public Roads has been set at $5,550,000. This cost is based on an average cost per mile of $50,000. The necessary grading, drainage, topsoiling, surfacing, preliminary landscaping, and construction of major and minor structures has been included in this estimated cost. The entire length of the proposal from the point mentioned outside of Savannah to the connection with Broad Street in Augusta is approximately 111 miles.

Q. Conclusions.

It is feasible to construct a parkway between the cities of Savannah and Augusta. This parkway would present a type of scenery
not encountered on any national parkway project and which would be of moderate beauty and interest. Construction costs would be moderate. The finest location would be obtained by generally keeping as close to the Savannah River and its flood plain as possible. A limited number of sites are available with potential value as recreational and scenic "enlargements" of the right of way. The value of the line as a national parkway is that it would provide a portion of a valuable connecting parkway between the Blue Ridge Parkway and the Atlantic Coast. This link might better be located elsewhere in the general vicinity but there has been insufficient study of the region to make any conclusion.

R. Recommendations.

It is recommended that the proposal be termed feasible but that commitments as to its desirability be postponed until additional studies be made to determine if an alternate route might not be of greater value as a national parkway. It will be necessary to secure authorization for a regional study if this recommendation is followed. It is felt that the city of Charleston, South Carolina, might prove to be a better coastal terminus with at least equal appeal and worth and which would permit extension along the coast to Savannah and the south.

It is recommended that any proposal to construct a parkway inland from the coast be authorized for the entire distance between the coast and the Blue Ridge Parkway with actual appropriations only
limited to individual portions of the route. The Savannah-Augusta project alone is not of national parkway caliber.

It is recommended that the designation of the proposed parkway as given in the 1938 Act, the "Oglethorpe National Trail and Parkway", be changed to either the "Oglethorpe National Memorial Parkway" or the "Savannah River National Parkway". The present title would be misleading because it implies the location did not vary from a trail laid out by Oglethorpe. It is not possible to determine accurately that location, and a finer parkway may be had by variance from the known portions of the old trail and road. It is believed that either of these suggested new designations would eliminate confusing historical implications, and simplify the location of a practical route for the proposed parkway.

It is recommended, if the project is regarded favorably by the Service, that the State of Georgia be asked to enact the legislation needed for the proper and efficient handling of parkway projects and that the State be made aware of its financial obligation. It has been estimated that, although the Congress normally appropriates money for the actual construction of the new roadway, it is necessary for the State to spend approximately $1 for every $5 expended by the Federal Government. The expenses of land purchases, condemnation proceedings, title searches, land surveys and mapping, land damages, (elimination of accesses, purchase of residues, excess condemnation), fencing, construction of cattle underpasses, and existing road reconstruction, etc., must be borne by the State if the present policy is followed.
A survey by the Bureau of Public Roads concludes that the construction of the proposed Savannah-Augusta parkway is unjustified from the viewpoint of the volume of traffic to be handled. However, the National Park Service does not feel that the construction of a parkway should be judged solely on the basis of traffic demands.
HISTORICAL CONSIDERATIONS

Ronald F. Lee, Supervisor of Historic Sites
National Park Service

Philip G. Auchampaugh, Associate Research Technician
Malcolm Gardner, Research Technician
Randle B. Truett, Assistant Research Technician
Rogers W. Young, Assistant Research Technician
A. Legislation.

Historical research, based upon documents not available at the drafting of the original Act authorizing the survey of this proposed parkway, has demonstrated that the phraseology of this Act would bear revision in the light of recent historical findings. The first paragraph of the Act refers to "the highway known as 'Oglethorpe Trail'", but no evidence or even local tradition in Georgia speaks of any road between Savannah and Augusta as having ever been called the "Oglethorpe Trail". Should revised legislation be prepared, it should be made very clear that the use of the name "Oglethorpe" is now being adopted merely as a commemorative title, in order to memorialize the deeds of James Oglethorpe in Georgia. However, if most of the route, as indicated by the phraseology of the 1938 Act, is to be included in the proposed parkway, it would really be more accurate and suitable to call the development "The Savannah River National Parkway" or the "Oglethorpe National Memorial Parkway".

The exact route of the "ancient Indian trail" along the Savannah River, referred to in the second paragraph of the 1938 Act, has not been positively identified, and no documentary source now appears extant showing that any road ever built between Savannah and Augusta can actually be identified with such an early aboriginal route. This situation raises a question regarding the statement, in the third paragraph of the 1938 Act, that Oglethorpe's
road between "Savannah and Augusta", opened in 1739, after his return from Coweta Town, "followed this ancient Indian trail ..."

While Oglethorpe did have a road cut "from Augusta to the Uchee Town about sixty miles on our [Georgia] side of the [Savannah] river ....", it was not then (1739) opened all the way to Savannah, since the road below Uchee Town had been previously opened. Neither can it be said with absolute certainty exactly which route Oglethorpe's force followed from Augusta to Uchee Town, in cutting this road, whether near the river or away from it along the sand ridges.

The fourth paragraph of the 1938 Act identifies the route of the supposed Oglethorpe "thoroughfare from Savannah to Augusta" as being the same which "was designated in 1780 as a British military road ...." In this instance, the phraseology of the 1938 Act passes from a discussion of a supposed colonial route over to the route of a clearly indicated and documented Revolutionary road, apparently assuming the two routes to be one and the same. That the colonial route is presupposed as the 1780 route is further shown by paragraph six of the Act, which lists historic site after site from the 1780 route as being on the supposed colonial route. The present historical findings do not support such complete identification of the two routes.
B. Research.

Considerable historical research and field study has been undertaken, between 1937 and 1939, by the Branch of Historic Sites, in an effort to authenticate the historical background and route of the proposed Oglethorpe National Trail and Parkway.

A preliminary study of the Savannah River region and the historic sites along the route of the proposed Oglethorpe National Trail and Parkway, as outlined in the 1938 Act, was made by Rogers W. Young in the early summer of 1937. This report, which of necessity was prepared in a limited time, could only be a summary evaluation of the long historical period from aboriginal times to 1937 in the Savannah River region, with special attention to the general significance of the chief historic sites. Much valuable source material, especially maps, were not available in Savannah for this study, rendering it of necessity only a preliminary treatment of the subject. No final location could be made of the early routes, upon which the parkway was to be based, and other than a discussion of one of the possible routes, the familiar Old Savannah River Road, nothing further was attempted in the time allotted for this preliminary research. About two weeks of general historical research and only three days of field work, over an area some 400 miles in length, counting both sides of the Savannah River, could not be expected to produce a definitive study of this vast parkway project, and the limitations of this preliminary historical and field study were clearly indicated in the section entitled
"Recommendations", on page 58. This section, of three brief paragraphs, clearly stated that the preliminary report was not conclusive, and that considerable further documentary and map study should precede any final location of the proposed parkway. In no place did this preliminary study ever refer to or locate a colonial route along the Savannah River known as the "Oglethorpe Trail".

During 1938, Doctor Philip G. Auchampaugh, made in Washington the additional map and documentary study, the need for which was clearly indicated in the preliminary study. His research findings were then correlated with further field study by Randle B. Truett, acting under the supervision of Malcolm Gardner. Following the analysis of colonial map material and legislation, by these technicians, it would appear from the first De Brahm map, circa 1752, that the earliest trail from just south of Brier Creek, and extending northward to McBean Creek, traversed the "watershed between Beaver Dam and Brier Creeks." A map drawn in England in 1757 which included South Carolina as well as Georgia, followed the earlier De Brahm map of 1752. De Brahm's map of 1763 shows only a lower road. Neither of these maps show a fork leading into another route. Colonial legislation speaks of an "upper Old Road" and a "lower Road" and it is possible that the so-called upper road was the older. However, there is a reasonable doubt as to which of the roads was actually the older. That there later existed a well defined "fork" on the old route, showing two branches leading
northward from just south of Brier Creek, is shown by the Revolutionary maps of the region. While the so-called 1752 De Brahm map appears to have been the earliest prepared after the opening of Oglethorpe's road from Augusta, in 1739, or only thirteen years later, no positive evidence exists that the route shown on this map was Oglethorpe's road. Neither is there evidence that the 1752 map might not have omitted an existing trail closer to the river, in the same manner that De Brahm's 1763 map, which showed only a river trail, omitted the upper road. Evidence submitted from the Revolutionary period, and later periods, does show that two routes existed in the disputed area, but such evidence is not conclusive in identifying the original route laid out by Oglethorpe.

Faced by this controversial dilemma, where the evidence on the disputed routes is not absolutely unshakeable, it is suggested that a compromise be adopted which would indicate the respective historical values of both routes, and recommend the development of the route which has the best possibilities from the historical, scenic and practical point of view. It may be noted that the major part of the so-called Old Savannah River Road is closer to more of the historic sites listed in the 1938 Act. In adopting any route for possible development, the historical, scenic and practical considerations should be carefully defined and limited by phraseology which would eliminate confusion in the development of the proposed parkway.
THE PROPOSED OGLETHORPE NATIONAL TRAIL AND PARKWAY

A Study of the Colonial Route

between

Savannah and Augusta

and

Related Sites

Ronald F. Lee, Supervisor of Historic Sites
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1937-1939
THE PROPOSED OGLETHORPE NATIONAL TRAIL AND PARKWAY

The Seventy-Fifth Congress passed an Act (Public No. 646), approved on June 16, 1938, authorizing the Secretary of the Interior through the National Park Service "to make a survey of the old Indian and Oglethorpe Trail throughout its entire length leading from the City of Savannah to the City of Augusta, Georgia, the same to be known as, 'The Oglethorpe National Trail and Parkway'. The said survey shall locate the parkway as nearly as practicable in its original route". This survey and study, according to the Act, was to locate the old Indian Trail, which later became a frontier road of military importance, and also to secure "an estimate of cost of construction of an appropriate national parkway on this route, and such other data as would be valuable". The Act also recites a list of historic and prehistoric sites which are considered important in relation to the proposed parkway location.

Historical research, based upon documents not available at the drafting of the original Act, has demonstrated that the phraseology of this Act would bear revision in the light of recent historical findings. The "original" route of the "old Indian Trail" along the Savannah River, referred to in the enacting clause of the 1938 Act, cannot be positively identified from available evidence. Moreover no documentary source now appears extant showing that any road ever built between Savannah and Augusta can actually be identified with such an early aboriginal route. This
situation raises a question regarding the statement, in the enacting clause, that the old Indian and so-called "Oglethorpe Trail" were one and the same road. While Oglethorpe did have a road cut "from Augusta to the Uchee Town above sixty miles on our side of the river .....", it was not then (1739-40) opened all the way to Savannah, since the road below Uchee Town had been previously opened. Literally speaking, he did not direct the opening of the entire colonial route between Savannah and Augusta.

Bearing this situation in mind, it is respectfully suggested that any subsequent legislation should take cognizance of the need for clearer historical definition, both as regards the proposed designation of the parkway, and the possible historical route and sites proposed for inclusion. This need for a clarification of definition has been demonstrated by careful historical investigation and field reconnaissance in Washington and Georgia, during the years 1937 to 1939. From this historical investigation and field reconnaissance, it has been adduced that a route between Savannah and Augusta existed during the Colonial Period. Northward from Savannah, with slight variations in the vicinity of the Ebenezer settlements, the route extended to a fork near Hudson's Ferry and below Brier Creek. Colonial Georgia map material and legislation indicates that in the region from this fork, and extending northward to McBean Creek, this colonial route consisted of two separate and distinct roads, an "upper Old Road" and a
"lower Road". From this well defined fork, the "upper Old Road" appears to have followed a circuitous inland route along the ridges to McBean Creek. The "lower Road" left the fork to follow closely the contours of the river to McBean Creek, where it again effected a junction with the "upper Old Road". From this point a single route into Augusta can be established. The 1938 Act does not adequately define the route in its entirety because it fails to recognize the existence of the indicated variations. Evidence from available source materials of the Colonial Period in no instance designates any route, or variation therefrom between Savannah and Augusta by the name "Oglethorpe Trail". Such a designation appears to be of modern origin. The sites enumerated by the 1928 Act are not to be found upon the route in its entirety, and in the area of the principal variation clearly follow the lower or river road.

In view of the location of the sites enumerated in the 1938 Act, it would appear to have been the intent and purpose of the Act to establish the alignment of the proposed parkway along the route of the so-called Old Savannah River Road between Savannah and Augusta. Furthermore, in the area traversed by the "upper Old Road" and the lower road, the enumerated sites clearly follow the lower road. If it was the intention of the 1938 Act to regard the "old Indian Trail" as the "original route", the lack of adequate historical evidence on the exact location of the "old Indian Trail" would fail to justify the construction of any parkway on an
"original route" so defined. However, research has established the existence of a Colonial Savannah to Augusta route, with indicated variations. Since it has been shown that the sites enumerated by the 1938 Act follow this route, and its variation along the river, it is believed that the construction of a parkway along the Savannah River would be within the intent of the 1938 Act.

The National Park Service is the bureau of the Department of the Interior charged with protecting and developing areas of national significance for scenic, scientific, historical, and recreational purposes. The Branch of Historic Sites has as one of its functions the study and supervision of those historic and archeologic sites coming under the purview of the National Park Service, and is conducting a nation-wide survey of such areas under the authority of the Historic Sites Act (Public No. 292, 74th Congress).

This Branch was therefore instructed to make an historical survey of the old trail, including location of the old road, study of the important sites in the vicinity of its route, and evaluation of the possibilities for preservation and presentation of the history and archeology of this area. The objectives of the survey were therefore the location of the original road and its related sites, and the evaluation of these in terms of the functions of the National Park Service to preserve and interpret recognized sites of national importance.

The initial work on a locational study would seem best conducted in the depositories of colonial, state, and local archives.
The evidence from official records would be substantiated and expanded by diaries, journals, and letters of known historic authenticity. Carried along simultaneously with this research is the examination and evaluation of all available early maps of the area. Of primary importance, in a study of the location of an early route of travel, is the location of historical or geographical control points, such as early settlements, taverns, fords, ferries, or Indian villages which can be proved as having been on the route of the old road and whose sites can today be positively located. It is a purpose of the preliminary research to determine on a geographical sequence of possible control points, the location of which is verified in field work. The greater the number of these that can be definitely located, the more nearly correct is the reestablishment of the location of the original road, since much of the field work consists of filling in the gaps between control points proved by early maps and accounts to have been associated with the original route.

After the historical research has been completed then the field reconnaissance can be initiated. First the control points are tentatively located on the most complete modern maps available and these locations then verified by physical remains. Other evidence failing, even local traditions are checked and evaluated in an effort to supplement contemporary accounts and bridge the gap that exists between the past and the present. After the controls have been satisfactorily located the problem resolves itself into
the determination of segments of the road connecting the sites which have been previously selected because of their definite association with the old route. It is to be expected that in certain areas, between two controls, there will be more than one way that the old trail could have gone. When this situation occurs the various possibilities would be critically studied and evaluated to determine which route more nearly follows the precedents and conditions which determined early road locations.

In order to carry to completion the locational study the Branch of Historic Sites employed two methods. The first was an investigation in research depositories of available contemporary maps and accounts as well as detailed modern maps covering the vicinity of the early road and its related sites which investigation was followed by a selection of materials pertinent to the locations of the road and the evaluation of particular sites. The correlation of such descriptive materials with the physical configurations shown on the pertinent quadrangles prepared for the United States Geological Survey and the War Department by the Corps of Engineers, United States Army, was in part a substitution for field location work, and this correlation developed a number of hypotheses, sometimes mutually conflicting, which led up to the next research technique.

This second method was the collation in the field of data already collected with the physical terrain of the country through which the old road passed. Thus hypotheses were checked on the
ground and physical remains and configurations were admitted as evidence of location of the old road where available map and documentary materials were indefinite or contradictory.

These two methods naturally were dependent one on the other. The maximum value to a locational study could not have been realized from an historical study alone without verified field locations, and likewise a reconnaissance study of the historic route would not have been complete and in this instance could not have been conducted prior to the collection of descriptive data based on early maps and documents.

Another phase of this study is the consideration of the national importance of the route and historic and archeologic sites in its vicinity. Thus while the research and locational work of the historical study were being carried to completion, an effort was made to evaluate the Savannah River Valley in terms of an educational program for the National Park Service. Even though a discussion of the scenic values of the route is not within the scope of this section of the report, it must be stated that the area does possess a diversification of scenery which is interesting though not spectacular. It would be possible for a well-rounded historical program to be developed, with the Savannah River Valley below the fall line as a background, since every period and phase of American history is represented by colorful events.
HISTORY OF THE COLONIAL ROUTE FROM SAVANNAH TO AUGUSTA

Before the arrival of the white colonists, many Indians followed the course of the Savannah River to go to the Georgia coast. This trail is among those listed by William E. Meyer in the 42nd Annual Report of the Bureau of American Ethnology. As sketched by Doctor Meyer, the trail connected with the mountain route known as the Great Warrior Path which traversed the Appalachian chain in Alabama, Georgia, Tennessee, Virginia, and Pennsylvania. Subsidiary trails of this route even reached tribes living in Ohio and beyond. The Savannah River Trail connected with the Warrior Path at New Echota. Evidently the Savannah Trail was not very practicable for whites as far as the Augusta-Savannah part of the route was concerned, for:

At the outset, the only communication with the town (Augusta), was by means of the Savannah River which was utilized alike by traders ascending in boats for Charlestown and Savannah, and by Indians traversing the upper portions of the stream in canoes.

The terminus of the Indian trail was on the Island of Skidaway rather than above it at Savannah where in 1733-1734, the whites had established a very small village, a guard house and battery.

1. Charles C. Jones and Salem Dutcher, Memorial History of Augusta, Georgia, Syracuse, 1890, p. 25. See also his sketch of nearby towns, 25 seq.
2. See Article by Dolores Boisfeuillet Floyd, "Historical Sketch of Savannah River Road", Savannah Evening Press, Friday, April 9, 1937.
Upon the question of priority of the Old Savannah Road, an authority upon Georgia states that:

There seems to be a difference of opinion as to the first public road in Georgia. Some writers say that it was the road from Savannah to Whitefield's Orphan House, nine miles distant. Augusta was settled in 1735 and one of the first acts was to open a road to Savannah. The Orphan House was not commenced until 1840 [sic.], evidently 1740 is meant, so that it is probable that the first road was that leading from Savannah to Augusta. Other highways followed as new settlements were founded, though these early roads were little more than bridle paths through the woods. As the settlements were extended back from the seacoast, roads of a more pretentious nature were established.

General Oglethorpe, the well known founder of the colony, was interested in the construction of military roads. Roads of this type were planned and built in the southern part of the colony, where a Spanish invasion was feared. The earlier outlying settlements in the Savannah region lay along the river, or its tributaries which were numerous. The road was not built as a unit at one time, as a modern road in a new country might be built today. Instead, it followed the law of need and was a supplement to the

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3. Allen D. Candler, Ex-Governor, and Clement A. Evans, Georgia, Comprising Sketches of Counties, Towns, Events, Institutions and Persons, Arranged in Cyclopedic Form, Atlanta, 1908, II, 264, 265.

4. Amos Aschbach Ettinger, James Edward Oglethorpe, Imperial Idealist, Oxford, 1936. This authoritative life of General Oglethorpe unfortunately does not give any new information upon this problem.
water routes. It was not the same in all places and the word 'road' as now understood, would have hardly described its earlier condition. In this respect, it was no different from many other colonial thoroughfares in the same period.

For the purpose of description, the road is divided into two main divisions corresponding to the order in which the settlements were made. Savannah was the first settlement established. Expansion was then extended to the south and southwest. When the Saltzburgers came to Georgia in 1734, Oglethorpe and their leader, von Reck, rode horseback to the site later known as Old Ebenezer. At that time, the way was little more than a blazed trail. Von Reck wrote of the dangers of being lost and not long afterward lost his way trying to find the site himself. Horseback travel was possible because the pines probably were high and there was little underbrush in the regions not covered with swamps. A horse was also an aid in fording streams. Otherwise these statements of von Reck are difficult to reconcile in which at one time he complains of impassability and the difficulties with numerous streams, and at another, announces that a horse could be ridden without difficulty for twenty or thirty miles at a time.  


6. Philip George Frederick Von Reck, *An Extract of the Journals of Mr. Commissary Von Reck, who conducted the First Transport of Saltzburgers to Georgia and of the Reverend Mr. Bolzian, one of their ministers*, London, 1734, pp. 11, 12.
The building of the road from Abercorn to Ebenezer was the work of the Saltsburghers. Bolzius's journal states that since it was to be a public highway "for the Benefit of all Carolina and Georgia, ... a second Year's Provision might be given to the People, because they must at present work as it were for the Publick, and cannot begin to Till their Ground so soon."  

The need for a road was the more imperative because there were too many large trees and other obstacles on the Ebenezer Creek to permit clearing the channel at that time. As soon as the way was completed, the Germans sent loaded sledges every day to Ebenezer from Abercorn, thus carrying their household goods. The spring rains made the carriage of baggage very slow and troublesome. Seven bridges had to be built "over several rivers", besides cutting the thickets and trees that were in the way; and this for the length of twelve miles from Abercorn to Ebenezer.  

The Saltsburghers at Old Ebenezer, soon had another stretch of road to build. The site which first looked like the Garden of the Lord, turned out to be a very sandy and unsatisfactory place. Although about six miles from the river on direct line, much swamp and many creeks intervened between the colonists and

7. Ibid., 30.
8. Von Reck, op. cit., 15. This road was built in April (O.S.), 1734.
9. From Abercorn to Savannah one could go either by land or water. The water route was usually taken in the early history of the colony.
the river. Hence the distance needed to be traversed was about four times the direct mileage. Oglethorpe, seeing the work already done at Old Ebenezer, hesitated in giving his consent to the move but finally gave permission. The Saltzburgers founded their new settlement on the red bluff and cut a road on which they transported their goods to the new site, later known as New Ebenezer. Doctor Jones in The Dead Towns of Georgia, wrote, "The labor of removal appears to have been compassed within less than two years".

On the De Brahm Map of 1752 the fork below New Ebenezer and leading to it is not indicated, and presumably had not yet developed. Hence the road first led to Old Ebenezer with a branch road leading eastward to New Ebenezer, or as he called it, Ebenezer Town. Upon the Campbell Map of 1780, a fork in the road below New Ebenezer, made it unnecessary to first visit Old Ebenezer en route. From Old Ebenezer, the road is seen rapidly making its way back toward the river and thence to Mount Pleasant. During the time Stephens was Acting Governor, Indians and traders went through Old Ebenezer without going to the new town on their way to and from

10. Charles C. Jones, Jr., The Dead Towns of Georgia, Savannah, 1878, p. 19. For a summary of these events, by a recent writer, see Leslie F. Church, Oglethorpe, A Study of Philanthropy in England and Georgia, London, 1932, pp. 81-82.

11. e.g., William Stephens, "A Journal of the Proceedings in Georgia beginning October 20, 1737, to which is added A State of that Province as attested upon oath in the Court of Savannah, November 10, 1740", The Colonial Records of Georgia, Atlanta, 1906, IV, 161-162.
Augusta. From Old Ebenezer, the road or path went northward probably to Mount Pleasant also called Uchee Town. This last statement is not undisputed since some accounts state that the rest of the road from Augusta was built to Old Ebenezer. Oglethorpe's own brief account says the Uchee Town.

The second division of the road was built shortly after the founding of Augusta in 1735. As previously stated, the early Savannah Indian trade was largely by river. Upon his return from the meeting with the Indians in the interior of the colony at Coweta Town, Oglethorpe stopped at Augusta. Here he remained ill with a fever for a few days. Oglethorpe had a keen sense of the value of military roads. Although there was greater need for such roads south of Savannah than north, the needs of trade were not to be overlooked. Between the towns of Savannah and Augusta, the distance by land, was about half the water route. In order to supplement the needs of the Indian trade and give better communication with the outpost at Augusta, General Oglethorpe had a road cut as described below.

The cattle hunters with Captain Cuthbert and aides, "cut a path for horses, through the Woods which were before impassable, from Augusta to the Uchee Town about sixty miles on our side of

12. e.g., Jones and Dutcher, Memorial History of Augusta, Georgia, Syracuse, 1890, p. 25. Stephens, op. cit., 667.

The lands from Barton's Branch to Brier Creek, to Augusta and beyond, constituted a third. Later these districts were subdivided.

In an act of empowering commissioners or surveyors to lay out roads in the province in the year 1766, the singular term "road" is used to apply to the area on which the trail lay.

The act upon the point in question states:

"... That the Road from the Spring Bridge or Musgroves Creek as far as the North West line of the Parish of Christ Church ... continue to be called the first North West Division.

"... that the Road from the North West line of the Parish of Christ Church up the River Savannah to the North West line of the Parish of Saint Matthew ... shall be and continue to be Called the Second North West Division. ..." This division was getting a new road joining the public highway. It was called the Newington Road.

"... the Road for the North West line of the Parish of Saint Matthew to the North West line of the Parish of Saint George ... shall be and continue to be Called the Third North West Division ..." This is the section of De Brahm's road which

18. Ibid., 720.
19. Ibid., 720-721.
20. Ibid., 721.
the river". 14 This statement of Oglethorpe denotes the course of the road or path for horses.

In 1741, the advantages of the road are set forth as follows:

A road has likewise been made so that horsemen can now ride from this town to Savannah, as likewise to the Cherokee Indians who are situated above the town of Augusta and trade with it . . . 16

A very few years after De Brahm prepared his large scale map of the routes to Stone or Stony Bluff, a general act for the laying out of public roads passed the legislature and was signed by the Governor, (March 7, 1755). This law carefully described the districts but did not do as well with the description of the roads. At that time, the lands from Spring Bridge over Musgrove's Creek to the Village of Goshen, were in the same district. The territory from Goshen to Barton's Branch of the Savannah, which included the persons living on the river and ten miles back of it to the west constituted another district, the second northwest. 17

14. Colonial Records of Georgia, XXII, Pt. II, 245. The account was dated "Recd. 7 March 1739, duplicate October 19, 1739".

15. About the time the second division was completed, we find this condition of settlement (1742). "All the land from Ebenezer to the river Briers belongs to those Indians (Uchees), who will not part with the same, therefore it cannot be planted." William Stephens, "A State of the Province of Georgia", London, 1742, see Collection of the Georgia Historical Society, 1842, II, 71, 73.


bears to the northwest. Certain enumerated groups are to work "from the Mouth of Bryar Creek up Savannah River as far as the Mouth of McBean's swamp and up Bryar Creek as far as Thomas Morgan's Mill inclusive and from thence in a direct line to the Fording Place on the said Swamp shall be and they are hereby declared to be liable to Work On the Lower road leading through the said Parish towards Augusta." And all "within the Limits hereafter named that is to Say from the Mouth of Beaver dam up the same to the South line of the said parish from thence to the cause way over McBean's Swamp inclusive shall be and they are hereby made liable to work on the Upper Old Road leading from the Fording Place on the Beaver dam up to McBeans swamp . . ." \footnote{21}{Ibid.}

Evidently at McBean the division between the two roads ended, for "the Road leading from McBean's swamp through the Parish of Saint Paul including the Town of Augusta as far as little River and all Waters Creeks and Rivers within the same . . . shall . . . Continue to be Called the Fourth West Division . . ." \footnote{22}{Ibid., 722.}

In 1768, legislation provided for two ferries on Brier Creek, "one at a place called Mill Town and the other at the upper Publick \textit{sic} Road . . ." The same act established a ferry in . . .
charge of Martin Dasher, over the Savannah River at New Ebenezer.

In general, the road went from Augusta to the neighborhood of what was later McBean, then, according to maps of the late 1770's and early 1780's, it tended toward the southwest until it reached Brier Creek. The exact point where the original road crossed Brier Creek cannot be determined with certainty. The earliest detailed study of the region available is by De Brahm (1752), but he did not continue his map to McBean or even near it. By De Brahm's maps of 1752 and 1757, the route can only be traced for the lower part of the road. Once across the stream, the road followed along Brier Creek coming in at a fork below the Creek about 16 miles above Hudson's Ferry. This fork existed as early as 1752 and by 1780 featured a small settlement.

Further confirmation of an "Old Road" like that partially

24. Colonial Records of Georgia, XIX, Pt. 1, 3 seq. "And that the Ferry established on the upper Road over the said Creek shall be and the same is hereby vested in Darby Kennedy " Ibid., 4. "The ferry established at Milltown upon Bryar Creek shall be and the same is hereby vested in the Honorable John Graham, Esquire, Thomas Morgan, John Mulryne, and Josiah Tatnall, Esquire, their and each of their Executors, Administrators, or Assigns. . . ."

25. The maps of the 1770's and 1780's, do not agree upon the number of forks at McBean. Some give two, some as many as four forks. There was also a branch away from the road to the southwest before McBean was reached.

26. Colonial Records of Georgia, XIX, Pt. 1, 3-11, concerns rules for ferries, Ibid., XVIII, Pt. II, et passim, gives districts for road repairs but does not describe the roads.

indicated on De Brahm's map of 1752 may be found in the following act of 1773.

... they are hereby made liable to work on the upper Old Road leading from the fording place on the Beaver Dam up to Macbeans Swamp and also that the road now leading from the Court house in the parish of St. George to the Quaker Settlement called Wrightsborough in the parish of Saint Paul ... 

The lower road works are indicated as follows:

... That is to say from the mouth of Briar Creek up Savannah river as far as the mouth of Macbeans Swamp and up Brier Creek as far as Milltown mill inclusive and from thence in a direct line to the fording place on the said Swamp (Campbell's map shows a road in this general direction), shall be and they are hereby declared to be liable to work on the lower Road leading through the said Parish towards Augusta, ... 

In travelling the country in the summer of the same year, William Bartram, traveller and naturalist, does not note any difference. He uses the term "high road", but it is evident he merely means "highway", and not "upper" road. He writes, "... we followed the course of the river and arrived there (Augusta) after having had a prosperous journey though a little incommoded by the heat of the season." He states that it was one hundred

28. Bartram is one of the few early writers who mentions the matter of erosion. Just above Augusta were rapids. Hence the Carolina banks below suffered from erosion. Bartram at that early date believed Old Fort Moore was already in the river. The Fort was near Silver Bluff. Most writers note that after the current below the rapids had spent itself, the Savannah became a lazy meandering stream, flanked by swamps in many places along the Georgia shore. Hence it would appear to be safer to try and locate the road by places rather than by distances from the center of the stream.

29. William Bartram, Travels through North and South Carolina, Georgia, East and West Florida, Philadelphia, 1791, p. 28.
fifty miles from Savannah to Augusta by land and three hundred miles by water.

Bartram, in 1776, crossed from South Carolina at Sister's Ferry. He then writes of going twelve miles through a pine forest to a plantation. Setting out from this point, he writes: "I pursued the high road leading from Savannah to Augusta for one hundred miles or more, and then recrossed the river at Silver Bluff, a pleasant villa, the property and seat of G. Galphin Esquire." Bartram also records that the Savannah overflowed the banks opposite Silver Bluff in spring and fall. This may have flooded the lands below the city.

At another time when coming down the road, he described the way near McBean:

On the Georgia side of the river, about fifteen miles below Silver Bluff, the high road crosses a ridge of high swelling hills of uncommon elevation and perhaps seventy feet higher than the surface of the river.

About three feet below the surface of the river he found these hills to be composed of great fossilized oyster shells, six to eight feet long, two to four feet thick with a hollow large enough for a man’s foot.

30. Ibid., 313, 314.
31. Ibid., 318.
32. Ibid., 318. If Bartram went down the upper road these fossilized oysters are inland as well as on the shore of the river. Bartram's route at this point cannot be established with certainty since he made more than one trip between Augusta and Savannah. Bartram probably was familiar with both roads.
Midway between Augusta and Savannah, he was attracted in 1778 by a great spring, near the road "on our left hand". No stream or brook was within twelve or fifteen miles on the road. From the spring came a brook five or six yards wide and five or six feet deep. Bartram was unable to account for the source of the water except from some nearby swamp. An interesting but not conclusive bit of evidence in regard to this spring along the road, is shown in De Brahm's map of 1757. He lists "a fine spring on a Bluff of a Trepoly Foundation, near the Beaver Dam". This spring, like Bartram's, is on the left hand side of the road, as one comes from Augusta, about halfway between Augusta and Savannah. If this was Bartram's spring, then he, like De Brahm, travelled the "upper Old Road" in the Brier Creek region.

These facts just stated would seem to indicate that the Old River Road from the fork to McBean Creek, was a later development than the road ordered to be opened by Oglethorpe which seems definitely to have followed a route farther away from the river. Washington, according to the study of Doctor Lawrence Martin, of the Library of Congress, must have travelled on this upper path. This is substantiated by Washington's statement, made in

33. Ibid., 461. The older maps did not give what upon modern maps appears to be the entire length of the Beaver Dam Creek.

1791, that his party went six miles off the road to stop at the settlement of Waynesboro. Just which route the party took above Waynesboro to go to McBean, would, in view of the alternatives presented by Colonel Campbell's paper, be difficult to say.

On going southward from the fork, the old road of 1752 became one, as the above law indicates. In early times it ran to Old Ebenezer which was already in 1740 nothing more than a cowpen. By the 1770's and 1780's, Campbell's maps show that it was possible to go directly to New Ebenezer. Campbell's map also shows a fork at Tuckaseaking (sometimes spelled Tuckaseeeking), and another near Two Sisters Ferry. The bluffs at this latter place were so named as early as the 1750's and a ferry was established there as early as 1770.

35. One map, entitled "A New and Accurate Map of the Province of Georgia of the 1700's" (Author not given), shows only one route which runs on the east side of Brier Creek.

36. Waynesboro was founded in 1783 but Burke's Jail was located in the neighborhood as early as 1779. Fitzpatrick, Washington's Diaries, IV, 178, 179.

LOCATION OF THE ROUTE AND RELATED GEOGRAPHIC CONTROLS

In preparation for the field reconnaissance a careful study was necessarily made of all available maps and accounts having a bearing on the location of the route. On the foundation of this historical background an analysis was made of contemporary maps. This study was correlated with the modern United States Geological Survey maps, county maps and state maps. During this study several problems became apparent, the solution of which would be necessary before a final location could be decided upon. The earliest map of the area available to the research staff containing information pertinent to the road is one by De Brahm of 1752. The date of this map has been tentatively fixed by Maps Division of the Library of Congress as 1752, and although questioned by Mrs. Marmaduke Floyd, Librarian of the Georgia Historical Society, appears to be justified by evidence upon the map. A later map by

1. The first group of notes relating to the history of the road and the historic sites in the area was compiled in 1937 by Mr. Rogers W. Young, Junior Research Technician, Fort Pulaski National Monument, Savannah, Georgia. In 1938 Dr. Philip Auchampaugh, Associate Research Technician in the Washington office, supplemented the earlier study by using materials in the Library of Congress and several eighteenth century maps from the William L. Clements Library, Ann Arbor, Michigan.

2. The following quotation is copied from the files of the Maps Division, Library of Congress: "A Map of Savannah River beginning at Stone-Bluff, or Nextobethell, which continueth to the Sea; also, the Four Sounds Savannah, Hossabaw and St. Katherines with their Islands Likewise Newport, or Serpent River from its mouth to Benjehova bluff. Surveyed by William Noble of Brahm Late Captain Ingenier untier his Imperial Majesty Charles the VII". MS. Library of Congress, Division of Maps. "The date 1752? has been assigned to this map as careful examination shows the name of Henry Parker
De Brahm dated 1763\(^3\) indicates several sites toward the southern end of the route which could be used as control points. It was observed that the situation would apparently be more difficult on the northern half of the route since the earlier map only extended from Savannah to "Stone-Bluff", while the 1763 map did not show any sites in this northern section related to the road except Augusta. The locational problem was intensified because of the fact that the 1752 map shows the route crossing Beaver Dam Creek near its mouth and continuing northward along the watershed between Beaver Dam and Brier Creek near the Savannah River. The Campbell maps of 1779\(^4\) and 1780\(^5\) each indicate two routes, one crossing Beaver Dam Creek and the other crossing Brier Creek below the mouth of Beaver Dam. According to the delineation the two would seem to have been of equal importance.

On the tract of land granted to him with the word 'President' underneath. The date of the recommendation by the 'Trustees for establishing the colony of Georgia in America', to the 'Common Council' for the appointment of Henry Parker 'President of the Province of Georgia' is dated April 8, 1751, though he had been serving in that capacity for sometime previous owing to the infirmities of the former president, William Stephens. Some accounts state that Henry Parker remained president of the Council until 1754, the year of the appointment of John Reynolds as Governor, others say until Parker's death. In the Colonial Records, Patrick Graham's name appears in 1752. It is certain that Parker was not president of the 'Council' in December of 1752, though he was still filling the office in June of that year. These facts settle the date of the map beyond doubt. In addition the Colonial Records of Georgia, (Atlanta, 1916), XXVI, 347, 348 show that De Brahm presented a map containing a record of his surveys to the Trustees on March 24, 1752."

3. "A Map of the Sea Coast of Georgia & the inland parts thereof extending to the westward of that part of Savannah called broad River including Several Inlets, Rivers, Islands, Sounds, Creeks,
Experience has demonstrated that the earliest through routes had a tendency to follow watersheds so long as a fairly directional route was maintained, as labor was not usually available for extensive bridging and causewaying of streams and swamps. The route nearest the Savannah River crossed seven streams between Brier Creek and McBean Creek in addition to crossing Brier Creek, while the other route in the same distance crossed only two streams of comparable size, Beaver Dam Creek and Brier Creek. The United States Geological Survey maps show graphically that Brier Creek, at the point where the lower road crossed, is, and was in all probability during the eighteenth century, bordered by swamps extending to the Savannah River. Brier Creek at this point is wide and deep while at the crossing of the upper road the stream is much smaller and bordered only by a narrow swampy area.


4. Map of the Route pursued by Colonel Archibald Campbell from Ebenezer to Augusta, about 1779; Ms. Library of Congress, Division of Maps. In this connection see "Memorandum of the Route pursued by Colonel Campbell and his column of invasion, in 1779, from Savannah to Augusta, with a Narrative of occurrences connected with his march, and a record of some of the military events which transpired in that portion of the Province of Georgia during the War of the Revolution", annotated by Colonel Charles C. Jones, Jr., LL.D., Magazine of American History, XVIII (1887), 256-259, 342-349.

5. "Sketch of the Northern Frontiers of Georgia, extending from the Mouth of the River Savannah to the Town of Augusta, By Archibald Campbell, Lieut? Col? 71st Reg? Engraved by Will° Faden, Charing
An examination was made in Atlanta, Georgia, of copies of the original land grants and their accompanying plats in an effort to find plats that had roads indicated. Every name known to have been associated with the early route was checked. In that Georgia was not divided into townships and sections it was important that a plat have one or more topographical features as well as the road and the name of the grantee. The topographical features would make it possible to locate, with some degree of accuracy, the parcel of land on a modern map. Many plats were located but few were considered of importance. A survey for James Lambert, dated October 16, 1765, in St. George's Parish, included a road marked "Kings Road". St. George's Parish comprised in colonial time the northern section of present Screven's County and the southern section of Burke County. The fact that this plat included a road marked "Kings Road" is important for two reasons, first the name "Lambert" appears on the route of Cross. 1780." Library of Congress, Division of Maps. This map seems to have been based upon the 1779 Campbell map with the addition of the section between the mouth of the Savannah River and Ebenezer.

6. Surveyor General's Office, vol. C, 142. Bound volumes of manuscript records of land surveys made during the colonial and early state period now in the Office of the Secretary of State, Atlanta, Georgia.

7. The value of this data would be increased if it could be established that the "Lambers" appearing on the Campbell map of 1780 was the same as the "James Lambert" on the plat, and further if it be proved that James Lambert was the one mentioned in connection with Washington's trip over the upper road.
the upper road as given by the Campbell map of 1780; and second, the Lamberts are definitely associated with Washington's southern tour of 1791. 

A study was made of the county records of Richmond, Burke, and Screvens Counties. The Richmond records did not assist greatly though the Fulcher family was definitely established on Little McBean and McBean Creeks. The county courthouse of Burke County, at Waynesboro, burned in 1865 destroying all early records. A few of the earlier deeds were re-recorded. Deed records and records of surveys were examined in Sylvania for Screvens County. A plat was located of a survey, dated 1885, of the line between Screvens and Effingham Counties. Two miles from the Savannah River the "New Augusta Rd." is indicated crossing this county boundary with an "Old Road" about three quarters of a mile nearer to the river on the east. These two roads, however, are the old location and a new section of the present day "River Road".

After this preliminary research work had been completed, with


the controls well in mind and a consciousness of the problems to be encountered, the field reconnaissance was started at Augusta and continued southward to Savannah. First the control points were verified by physical remains, early maps, and contemporary accounts. Then all the roads within the zone between the controls which the original route could have traversed were carefully examined, a close check always being made with the early maps and the modern United States Geological Survey maps. Effects of use and the results of erosion were observed in order that a comparison of the various roads might be made. As mentioned before, most early routes tended to follow ridges to avoid numerous stream crossings. In this particular area, the Savannah River Valley, the difficulties usually experienced in crossing water courses were intensified by the presence of swamp land on either side of many streams. When the route deviated from this usual precedent additional study was necessary in order to determine the causes and their accompanying results.

The following points were selected as control points in that they could be definitely associated with the old route, although the exact situation of some of them remained to be verified by further locational work in the field:

1. Savannah
2. Abercorn
3. Old Ebenezer
4. Mount Pleasant
5. Uchee Town
6. The Forks
7. Beaver Dam Creek crossing
8. Lamberts
9. Brier Creek crossing
10. McBean Creek crossing
11. Augusta
1. Savannah

Savannah, the southern terminus of the Savannah-Augusta road, was settled in 1753\(^{11}\) by General Oglethorpe and his colonists and has had a continuous existence since that time. There is no uncertainty over the location of the settlements for maps as early as 1735\(^{12}\) indicate the town limits of Savannah and a road leading to the north.

2. Abercorn

On Abercorn Creek, some three miles from its junction with the Savannah River and about fifteen miles directly north of Savannah, the village of Abercorn was located in 1733\(^{13}\) as one of the first attempts to colonize in the Province north and west of Savannah. Abercorn is an important control site in that one of the first sections of road in Georgia was built to this settlement from Savannah and it was from this place that the Saltzburgers went to Old Ebenezer.

No difficulty was experienced in locating the site of Abercorn for it is clearly indicated on the Urlsperger map of 1735. A comparison of this map with the United States Geological Survey map placed the site on Little Abercorn Creek which is the same

\(^{11}\) Colonial Records of Georgia, I, 113.

\(^{12}\) Samuel Urlsperger, (Comp.), Ausfuhrlichen Nachrichten von der Salzburgischen Emigranten, Halle, 1735-1740, I, at the end of the "vorrede".

\(^{13}\) George White, Statistics of the State of Georgia, etc. Savannah, 1849, p. 225.
location that has been traditionally known as Abercorn. The
landing was used until recent years and still carries the orig-
inal name.

3. Old Ebenezer

The Salzburg Town is to be built near the
largest \( \text{stream} \), which is called Ebenezer, ... and is navigable, being twelve Foot deep. A little
Rivulet, whose water is as clear as Crystal, glides
by the Town; another runs through it, and both fall
into the Ebenezer. The woods here are not so thick
as in other \( \text{Plats} \). \( ^{14} \)

Old Ebenezer on Ebenezer Creek is an important control even
though the settlement lasted less than five years because it was
definitely on the original route and most early maps show the
road making the big bend through the site.

The exact location of Old Ebenezer has been a moot question
for many years. A careful study was made by a research technician
of the Branch of Historic Sites with the assistance of Mr. M. H.
Floyd of Savannah, Georgia, of the early De Brahm maps and the
United States Geological Survey maps. After a comparison had been
made of the two sets of maps and a consideration given to the
topography, a site was determined upon as being the most likely.
A field reconnaissance was then made to see if there were any
physical conditions that would substantiate the location. The
representative of the Branch of Historic Sites and Mr. Floyd
started up Ebenezer Creek from a point known as Log Landing, which
is situated about two miles below the supposed site and just above
the mouth of Little Ebenezer Creek. They walked up the stream

\( ^{14} \) Von Reck, op. cit., 12.
along the bank through the swamps until they found a site suitable for habitation which corresponded with the early maps and which contained proof of early occupation. The evidence was considerable:

1. The remains of an early bridge were found with several heart pine piles in the stream, a sill in the ground in line with the piles and the indication of an old road, with a ditch along the side, leading to the bridge site. Large trees are now growing in what was then the road bed.

2. A short distance upstream from the bridge site an unmistakable ford was found. The stream bank on the south side was gradual while on the north side the bank was very abrupt but through which had been cut an easy access to the stream. The nature of the cut clearly indicated that it was not the result of erosion but was man-made and very old.

3. Still further upstream a mill site was discovered. Timbers were found in the stream and adjacent bank while on the opposite bank an earth dam was seen rising up from the water line. The dam was of considerable proportions being about twelve feet high and extending back across a small island for at least one hundred yards.

4. The bluffs on the south side of Ebenezer Creek at this point are quite abrupt, fitting the early descriptions.

5. Several pieces of handmade brick, similar to those in the Ebenezer Church, were found.

6. In a sand field, now under cultivation, near the bluff, were found evidences of burnt clay over a limited area. This is possibly all that remains of an early clay chimney.

7. On the top of the bluff at the edge there is a small mound about twenty feet in diameter and three feet high. The mound seems to be artificial rather than natural. A section of the
mound has been eroded and in the profile one can see a clearly defined layer of sand overlaid with clay at about the same elevation as the surrounding bluff. The history or purpose of this mound is not known.

4. **Mount Pleasant**

Early maps by De Brahm indicate a site, designated as "Mount Pleasant", on the bluffs of the Savannah River between the river and the road. The site lay about a half mile from the main road and was connected with it by two spur roads.

By comparing the early maps with the modern United States Geological Survey maps the location has been established as being in the vicinity of the modern Cedar Bluff Landing. The terrain in this area is similar to that shown by De Brahm on his 1752 map. Also the relationship that exists between this site and Pallachucola assists in verifying the location.

5. **Uchee Town**

Uchee Town is an important control for it was the southern terminus of the road cut out under the directions of General Oglethorpe. The General in a report on disbursements stated that Captain Cuthbert opened up a road "through the Woods which were before impassable, from Augusta to the Uchee Town above sixty miles on our side of the river". The area in which the village might have been located is designated by a statement of William Stephens published in 1742: "All of the land from Ebenezer to the

river Briers belongs to those Indians \( \sqrt{\text{Uchee}} \), who will not part with the same \ldots 16

Archaeologists are at odds over the location of Uchee Town. During the past few years several attempts have been made to get the site definitely determined but with no success. Uchee Town has been associated with Mount Pleasant 17 but this has not been entirely established. This Indian site is of considerable importance, but the uncertainty of its location prevents its use as a control.

6. The Forks

In the area just south of Brier Creek there existed early in the history of the old road a fork in the route. The De Brahm map of 1752 indicates the trail leaving the Savannah River bluff route in the vicinity of "Vahans Creek" (possibly modern Burke Creek) and paralleling Brier Creek, crossing Beaver Dam Creek near its confluence with Brier, and continuing along the watershed between Beaver Dam and Brier Creeks. The 1763 map of De Brahm shows a route following closely the line of the Savannah River north from Mount Pleasant crossing Brier Creek near its mouth, between the mouth of Beaver Dam Creek and the river. The first of these two early maps therefore would seem to indicate the


original route while the second shows a later route along the
general location of the present River Road, but neither map indi-
cates a fork or divergence of another road. Such a geographical
point is first shown on the Campbell maps of 1779 and 1780 and
designated as "Fork" and "The Fork" on the respective maps. Inasmuch as the legislation of the 1760's mentions an "upper Old Road" and a "Lower Road", and since De Brahm's earlier map indicates such an upper road, one is inclined to believe it the older of the
two. The above indicate the importance of this geographical
control point. Measurements on maps and observations on the
ground indicate the two roads still forming a fork in this vicinity. Tradition also states that the east branch of the fork once led to the old crossing place on Brier Creek while the west branch still leads to the Beaver Dam Creek crossing.

7. Beaver Dam Creek Crossing

The De Brahm map of 1752 shows the "Road at Fort Augusta"
crossing Beaver Dam Creek a short distance from its mouth. At
this crossing place the town of Jacksonboro was founded in 17_,
became the county seat of Screvens County in February 1779, began
to decline after 1847, when Sylvania became the county seat, and
now is among the "dead towns" of Georgia with only one structure

20. Ibid.
21. Ibid., also White, op. cit., 519.
remaining. The state highway between Sylvania and Waynesboro crosses Beaver Dam Creek at this location indicating that conditions here are more favorable than any other location in the near vicinity.

8. Lamberts

Lamberts, where Washington stopped in 1791, was very near a place marked "Old Court House" on the Campbell map of 1780. In the records of the Surveyor General's Office appears a plat of 400 acres surveyed on October 16, 1765, for James Lambert. Traversing Lambert's land is shown the "Kings Road" which may be associated with the upper road travelled by Washington when he stopped at Lamberts. Difficulty has been experienced in determining the exact location of the Lambert tract since the court house at Waynesboro burned about the middle of the nineteenth century destroying all early land transactions.

9. Brier Creek Crossing

The Campbell maps of 1779 and 1780 indicate the road from "Old Court House" to McBean Creek crossing Brier Creek at "Odam's Ferry". In the Surveyor General's records there is a plat of 300 acres surveyed January 8, 1767, for Abraham Odam. This tract was


23. Surveyor General's Office, Book C, 142; now in the Office of the Secretary of State, Atlanta, Georgia.

24. Surveyor General's Office, Book C, 414; now in the Office of the Secretary of State, Atlanta, Georgia.
situated in the Parish of St. George on "Brier Creek".

By a careful comparison of the Campbell maps with the United States Geological Survey map it would seem that Thompson Bridge is the modern name for Odam's Ferry location.

10. **McBean Creek Crossing**

This point or vicinity is one of the earliest appearing upon the Campbell or other maps. First it is called a swamp. Then a causeway is mentioned. Later there seems to have been a bridge or ferry. Campbell's description of the crossing in 1779 as it applies to topography is equally applicable today:

> The Pass at MacBean's Creek has a very high steep hill upon this south side, and tho' the crown and face of the hill is thinly covered with trees, the bottom and both sides of the road are very woody, close, and swampy. The road, tho' made pretty easy and slanting on the face of the hill, a fall of rain would soon cut it up and destroy it for carriages. Near the foot of the hill it turns quick to the left thro' a thicket and swamp, and there takes a serpentine form, which prevents people, even upon the highest ground, from seeing the passage of the Creek and the road or ground immediately upon the opposite side.

On the evidence of the terrain, the way in which the upper and lower roads lead to the creek, Campbell's description, and the fact that the modern road utilizes this crossing, the conclusion

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25. De Brahm's map of 1763.
26. The law of 1773 appears to indicate a ford for the lower road and a causeway on the upper Old Road, *Georgia Colonial Records*, XIX, Pt. I, 259.
27. A map drawn by C. L. Whaley of Richmond County, 1908 shows a bridge over McBean Swamp.
has been reached that the original crossing could not have varied fifty feet from the present bridge.

11. **Augusta**

In Augusta, then a small frontier post on the Savannah River, General Oglethorpe remained for a few days ill with a fever in 1739, and the need for an overland route to Savannah for communication and trade was impressed forcibly on his attention. It was a connection from this post to the Uchee Town that Oglethorpe ordered opened in order to connect with the road already constructed between the Indian village and Savannah. Cartographical information of the Augusta area during the early period is very uncertain. Early maps indicate the four streams crossed after leaving Little McBean Creek but do not give the entrance into Augusta in detail. Back from the river is a ridge that the road probably followed into the settlement.

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After a reconnaissance had been made of all tentative control points and the location of most of them determined as accurately as possible by available map data, historical accounts, and remaining physical conditions, then a study was made of the old route which would connect these sites. Every possible road between the controls was travelled, its condition noted, and an evaluation was

30. Spirit Creek, Butler Creek, Rocky Creek and Cupboard Creek.
made of each section. Where historical information was either vague or lacking, traditions were allowed in order to complete the account.

The route of the old road was arbitrarily divided into the following sections:

1. Savannah to Abercorn
2. Abercorn to Old Ebenezer
3. Old Ebenezer to Mount Pleasant
4. Abercorn to Mount Pleasant
5. Mount Pleasant to the Forks
6. The Forks to Beaver Dam Creek
7. Beaver Dam Creek to Thompson Bridge
8. Thompson Bridge to McBean Creek
9. The Forks to Brier Creek
10. Brier Creek to McBean Creek
11. McBean Creek to Spirit Creek
12. Spirit Creek to Augusta (via Old Savannah Road)
13. Spirit Creek to Augusta (via New Savannah Road)

1. Savannah to Abercorn

The route of the old road follows U. S. Highways 80 and 25 from West Broad Street in Savannah for a distance of eight-tenths mile to a point where a right turn makes a modern deviation and goes through the Central of Georgia Railway underpass. The original route continues on and rejoins the modern location about
one-half from the underpass. After passing through the underpass the modern road continues one block and makes a left turn into Augusta Avenue and along this street for a distance of about one and four-tenths miles to the point where a junction is made with the U. S. Highway 17. The modern highway follows the old road for seven-tenths mile and turns off to the right. This section which did not follow the old road was constructed during the World War period to provide access to the riverfront properties. The old road continued from this point for about two miles and made a turn to the right (north) and continued in a tangent for about seven miles, making another turn to the right (northeast) to the county line. The new road, which passes through Port Wentworth, goes back into the old route about one-half mile south of Cherokee Hill and continues along the old road to a point thirteen miles outside of Savannah where the new road turns to the left (northwest) toward Rincon and Springfield. From the county line the old river road as it is called in this section continues in a northward direction for about two and one-half miles. At this point, the road is one mile west of the site of Abercorn. This distance is comparable with that shown on the early maps.

In this section about eight miles of the old road is paved and six and three-quarters miles unimproved but in constant use. The general condition of the unpaved sections indicates that the road has been used over a long period, probably improved and
reconstructed at various times. It seems that old roads through low swampy country tended to be much straighter than ridge roads. This should be borne in mind before sections of old roads which seem to be too straight are rejected.

2. Abercorn to Old Ebenezer

Old Ebenezer was situated on the south bank of Ebenezer Creek above the mouth of Little Ebenezer Creek. The site is northwest of Abercorn and early maps indicate the road as being rather direct. At the present time, only short sections of roads can be located that, if tied up, would result in a road between the two locations. The road crossing of Ebenezer Creek has been located and there are remains of an early bridge structure traditionally associated with the stage coach road through this section.

3. Old Ebenezer to Mount Pleasant

Early maps indicate that the road from Old Ebenezer turned in a northeasterly direction toward the Savannah River to avoid the headwaters of Ebenezer Creek. While the road at the present time between these locations cannot be travelled in its entirety, old residents in the area remember short sections here and there and now destroyed by cultivation, which if linked with other existing and usable sections would provide a through road.

4. Abercorn to Mount Pleasant

This particular section of the river road is considered to be of a later origin than that passing through Old Ebenezer but is included in this study because it has a place in the
development of the present river road. It is estimated that at
least 75 percent of this distance can be travelled though it is
not used in its entirety due to the absence of bridges over
several major streams. North of New Ebenezer the road is badly
eroded but by using cross roads access can be had to the travel-
able sections in this vicinity.

5. Mount Pleasant to The Forks

The river road in this vicinity is typical of the early roads
of Georgia. It is a sand-clay road, unimproved though in fair
condition, and used as a community road. There is only one logi-
cal route along the river in this section, for west of the route
the terrain is swampy. The swamps here are known as "The Runs"
being the upper reaches of Ebenezer Creek.

6. The Forks to Beaver Dam Creek

At this point of juncture, which is northwest of Hudson's
Ferry, the early maps show one road continuing northward and
crossing Brier Creek and the other turning to the left to avoid
Brier Creek in its lower reaches and crossing Beaver Dam Creek.
The location between the Forks and Beaver Dam Creek follows in
general the watershed of Brier Creek, crossing only one minor
stream, Buck Creek. A first class county road now traverses the
route for the entire distance.

7. Beaver Dam Creek to Thompson Bridge

Beaver Dam Creek at this point is a small stream that could
have been easily forded except when the water was very high.
There are no indications of extensive swamps in this immediate neighborhood, the land lying high on either side of the stream. From the creek northward to the Brier Creek crossing at Thompson Bridge, the land is of considerable elevation and the old road followed the watershed between Brier and Beaver Dam for most of the distance. The modern highway follows the same ridge along this route in general from the creek to a point about four miles south of Alexandria. The recent road development along the ridge has destroyed all vestige of the old road. From this point the old road turned northward toward Brier Creek. All along these sections of the road there are clear indications that the route is very old and especially as the road drops down into Brier Creek bottom. Here the cuts are very deep. Brier Creek bottom at this point is relatively narrow and even at an early date with little or no improvements could have been crossed without great difficulty.

8. Thompson Bridge to McBean Creek

From Thompson Bridge to the crossing of McBean Creek the road has the same character as was found south of Brier Creek. The route is directional, being north and a little northwest. Eighty percent of this distance can be travelled on the old road. A small section has been abandoned immediately south of McBean Creek but the remains of the old road are still in evidence.

9. The Forks to Brier Creek

The early crossing of Brier Creek by the lower or river road
seems to have been at a point known locally as "Little Bluff Falling", which is situated about a mile and a half downstream from Brannon's Bridge where the modern road crosses. Local tradition verifies the evidence that this road was important and used extensively as a stage coach road, though it seems improbable that it was the first to be used extensively between Savannah and Augusta, due to the wide swamps on either side of Brier Creek making considerable causewaying necessary. The present road in this area, even though in poor condition can be travelled for most of the distance.

10. Brier Creek to McBean Creek

Continuing north on the lower road from the crossing of Brier Creek along the bluffs is what is known today as the river road. This road also is old for we find indications on maps as early as 1779 but the general character of this section was not as suitable for carriage travel as the other route. Many streams cut through the river bluffs in this section and create numerous sharp descents and ascents. The road for the entire distance, while not improved, can be travelled.

11. McBean Creek to Spirit Creek

In this distance of about four miles the modern highway has usurped the old roadbed, thus destroying evidences of an early road. The present road is entirely too straight to have an early character but after examination of the terrain on both sides of this road and finding no evidences of another road, it has been
concluded this probably is the early location.

12. Spirit Creek to Augusta (via Old Savannah Road)

From Spirit Creek into Augusta the old road follows the highland for most of the way, crossing two streams - Butler Creek and Rocky Creek. As in the section immediately south of Spirit Creek, the modern road is on the location of the old road and there are few evidences remaining that can be definitely associated with the early period.

13. Spirit Creek to Augusta (via New Savannah Road)

Between the old Savannah Road and the river from Spirit Creek to Augusta is located what is called the New Savannah Road. There is some discussion as to the origin of the name, though it seems that the proper explanation is that this road gave access to a location on the Savannah River known as New Savannah. Old residents of Augusta say that this road was built to give access to a county farm located in the vicinity of New Savannah. It has been said, though, that this road was a section of the Savannah to Augusta road, a new section, thus the name of New Savannah Road. This road, for most of its distance, avoids the highland and gives a relatively level route from Spirit Creek to Augusta, much of its distance subject to occasional overflow.

* * * *

The evidence of contemporary maps and documentary descriptions combined with the evidence of geographical and physical conditions observed in the field all point to the conclusion that
the Colonial Savannah to Augusta route ran from Savannah to Abercorn and thence by Old Ebenezer to the Forks. Colonial Georgia map material and legislation indicates that in the region from this fork, and extending northward to McBean Creek, this colonial route consisted of two separate and distinct roads, an "upper Old Road" and a "lower Road". From this well defined fork, the "upper Old Road" appears to have followed a circuitous inland route along the ridges to McBean Creek. The "lower Road" left the fork to follow closely the contours of the river to McBean Creek, where it again effected a junction with the "upper Old Road". From this point a single route into Augusta can be established.

All contemporary maps are in accord concerning the route of the old road in the vicinity of Old Ebenezer. The maps show the road going in a northwest direction from Abercorn away from the Savannah River toward Old Ebenezer, and then from this settlement the road is shown swinging back north-northeasterly toward the river bluffs, thence toward Mount Pleasant. It was not until sometime after the Saltzburger settlement had been moved to the new location on the Savannah River that the Savannah to Augusta road by-passed Old Ebenezer and went directly through New Ebenezer continuing north along the river.

The earliest available map showing a road in the vicinity of the Forks is the De Brahm map of 1752 which indicates the route crossing Beaver Dam Creek. The road on this line followed a ridge after crossing Beaver Dam and kept to the high ground until it
dropped down to cross Brier Creek at Odam's Ferry. Between Brier and McBean Creeks the location was on high ground with few creeks to cross. The other possible route north from the Forks, which was given careful consideration, crossed Brier Creek where it is wide and deep and bordered by extensive swamps near its confluence with the Savannah. This road passed northward along the river bluffs to McBean Creek crossing a number of streams enroute.

From Spirit Creek to Augusta the New Savannah Road is of late origin on comparatively low ground subject to overflow and could not have been the location of the original route.
HISTORIC SITES

The following brief statements concerning the major historic sites along the Savannah River Road and in the Savannah River region, as defined, are naturally but summary treatments indicating the main significance of these sites. Generally the sites are hereinafter listed and treated in order advancing up the Savannah River, northward from the city of Savannah. Certain of the sites will be found in South Carolina, or some distance in Georgia, from the river road, but since they are in the Savannah River region they are treated as enhancing the general historical significance of the whole area.

Savannah, Georgia

Savannah, the chief city of the lower Savannah River region, contains a number of the major historic sites of Georgia either within its boundaries or within the territory immediately contiguous to it. The landing site of General Oglethorpe and his colonists at Yamacraw Bluff, February 12, 1733, immediately to the west of the City Hall, on Bay Street, is a site of supreme historical importance, marking as it does the founding place of the last of the original thirteen English colonies in America. Savannah was the site of the first fort and public store in Georgia, and on May 21, 1733, the first treaty with the Indians in Georgia was signed in Savannah by which the English were granted the land between the Savannah and the Altamaha Rivers. One of
the chief early Hebrew colonies in America was established at Savannah in 1733, and in 1734 the Saltzburgers from Bavaria landed at Savannah to found their haven from religious persecution, up the river at Ebenezer. For the same motive, the Moravians from Bohemia passed through Savannah in 1735 to colonize in Georgia between Savannah and Ebenezer. The third chartered lodge of Free Masonry in the colonies was established at Savannah in 1735. John Wesley arrived in America at Savannah in 1736 to preach to the colonists and Indians. In 1757 it was re-fortified by the royal engineer, De Brahm, and a new treaty of friendship was signed at Savannah with the Upper and Lower Creeks. The eighth newspaper to be printed in the colonies, the Georgia Gazette was first published at Savannah in 1763.

The Revolutionary movement in Georgia had its inception at Savannah. Tondee's Tavern, formerly at the southeast corner of Whitaker and Broughton Streets, was the meeting place in 1774-1775 for the Sons of Liberty and the Georgia Patriots. The Georgia Council of Safety was organized in Savannah in 1775, and the first provincial congress met there the same year, while in 1776 the first constitutional convention met in Savannah to form a Georgia constitution. In the center of Montgomery Street, near Bay, is the site from which the first Georgia cannon was fired on a British ship in 1776. On December 27-29, Brewton Hill and Savannah became the scene of the opening of the British Southern Campaign, when Savannah was captured at the end of 1778, giving
the British their first foothold in the South. Savannah then be-
came and remained the southern British base for control of the
southeast until the city was evacuated in 1782. In September and
October 1779, the noted siege of Savannah by Lincoln, D'Estaing,
and Pulaski was the colonists' last desperate attempt before
Yorktown to regain control of the lower South from the British.
The most famed site of this unsuccessful siege is the Springhill
Redoubt, where Count Casimir Pulaski and Sergeant William Jasper
lost their lives in the unsuccessful assault on this position on
October 9, 1779. Springhill Redoubt is on the route of the river
road, about two hundred yards west of West Broad Street and oppo-
site the Central of Georgia Station in Savannah; the site is
marked with a granite and bronze marker. Savannah was the scene
of one of the final evacuations of British troops in America, in
July, 1782.

Savannah was the southern terminus of Washington's famed
Southern Tour in 1791. In 1819, steam navigation of the Atlantic
was launched from Savannah, with the sailing of the Steamship
Savannah on May 22, for Liverpool. In 1820, the first successful
horse-drawn railway, with iron wheels and tracks, in the United
States, commenced operations at McAlpin's Hermitage Plantation
three miles west of Savannah. Savannah was the southern terminus
on the South Atlantic of Lafayette's tour of the United States in
1824-1825, the distinguished Frenchman reaching Savannah in March
1825.
During the War Between the States the early events of importance in the Savannah region included the seizure by the state of Forts Pulaski and Jackson, on the Savannah River, below the city in 1861, the former a small brick fort some three miles down river on the southern bank, begun in 1808, and the latter, a large brick fortification commanding the mouth of the river from Cockspur Island, begun 1829 and completed 1847. Fort Pulaski was besieged by the Federals from Tybee Island in April 1862, and forced to surrender on April 11. Fort Jackson is now owned by the city of Savannah, and Fort Pulaski has been a national monument since 1924. Savannah is chiefly known in the War Between the States, however, as the terminus of Sherman's famous March to the Sea, which ended at Savannah in December, 1864. The Greene Mansion, now the Meldrim Home, on the northwest corner of Harris and Bull Streets, was the headquarters of General Sherman while he was in Savannah.

From early colonial times, Savannah had been an important trading port, and during the ante-bellum period became one of the chief cotton ports on the South Atlantic, and following the War Between the States and the turn of the century became one of the chief cotton ports in the world. In the last two decades Savannah has become one of the leading industrial centers of the Deep South.
Old Yamacraw, Georgia

Camping upon the western end of Yamacraw Bluff in 1733 on the arrival of Oglethorpe and his colonists was a small tribe of Indians known as the Yamacraw, under an elderly chief or mico called Tomochichi. The Yamacraw village, which soon afterward was moved a few miles up the river, has come to be known in Georgia history as Old Yamacraw, to distinguish it from the later village known as New Yamacraw. Old Yamacraw was apparently settled about 1730, by a mixed group of Indians, which were connected intimately with the Yamasee, across the river in South Carolina, but came to the bluff from among the Lower Creeks. Old Yamacraw was the only village site for nearly fifty miles around, at the time of Oglethorpe's arrival, and the small group, under the leadership of Tomochichi, became very friendly with the new English settlers, giving them important aid in establishing cordial relations with the powerful Creek Confederacy. Mary Musgrove, one of the most famous early characters in Georgia history, a half-breed Indian who understood English, lived at Old Yamacraw, and soon became invaluable to Oglethorpe as his regular interpreter. When the first Georgia treaty was made with the Indians in May 1733, a tract of land, stretching some five miles along the river, north of Savannah between Musgrove's and Pipe-makers Creeks, was reserved as Indian land. To this tract, at a point some four miles from the present city hall in Savannah, Tomochichi moved his village early in 1735, founding New Yama-
Old Yamacraw was then completely abandoned by the Indians.

**Jasper Spring, Georgia**

Jasper Spring, some two miles west of Savannah, on the old river road is the reputed site of one of the extraordinary Revolutionary exploits of the courageous Southern Patriot, Sergeant William Jasper, done early in the year 1779. Sergeant Jasper has won undying renown for his gallant rescue of the Fort Moultrie colors, at Charleston in 1776, and for his final sacrifice at the Springhill Redoubt, at the siege of Savannah, on October 9, 1779. It was several months prior to his death at the siege of Savannah, that the Jasper spring episode is recounted as having occurred. While visiting a Tory brother in the British garrison at Ebenezer, the Sergeant learned that several American prisoners were to be taken to Savannah for trial and with the aid of another sergeant, John Newton, determined to intercept the party en route to Savannah, at a well known spring near Savannah and liberate his compatriots. Hiding in the bushes near the spring, Jasper and Newton attacked the British military escort, which had stopped at the spring, so unexpectedly that most of the small force surrendered; the prisoners were released and the whole party hurriedly escorted to Purysburg, the American headquarters across the river in South Carolina.

**Hermitage Plantation, Georgia**

Some three miles west of Savannah the river road ran to the rear of one of the most famous ante-bellum plantations in the
whole southeast, the McAlpin country estate, the Hermitage. Hen­
ry McAlpin, a native of Scotland, came to Savannah from Charle­
ton, about 1805, and immediately began to purchase tracts of land
west of Savannah, which together became his famed Hermitage Plan­
tation. Part of the plantation consisted originally of the Glebe
lands of Christ Church in the Colonial Period, and were later
owned by a French Catholic royalist, one Polycarp de Montalet,
who had come to the United States to escape the French Reign of
Terror, and it was he who named this retreat the Hermitage.
McAlpin soon made his plantation a model self-contained unit,
stocking it with blooded horses and valuable slaves. Soon after
he purchased the plantation, McAlpin discovered a rich strata of
clay, excellent for making bricks, underlying much of the planta­
tion, and he began the manufacture of the well known "Savannah
Grey" brick which was used so extensively in the early ante­
bellum period in the Savannah houses and all types of buildings
in the vicinity, including the lower walls of Fort Pulaski. Be­
ing an architect, he designed a model home for himself, and the
famous Hermitage Mansion was built, becoming one of the most fa­
mous architectural gems of the old South. Aside from the archi­
tecture of the mansion and brick outbuildings, which made this
plantation distinctive, it was an adjunct of his brickmaking in­
dustry which brought fame to his plantation. Here, in January
1820, to facilitate the curing of the new brick, he constructed a
railroad from kiln to kiln. On this horsedrawn railroad was
placed an enormous four wheeled truck, with iron wheels which ran upon iron rails, and supported a large house which was carried from kiln to kiln in the brickmaking process. This railroad antedated the so-called first United States railroad of Quincy, Massachusetts, by six years, and was in operation for forty-six years.

**New Yamacraw and Mound Irene, Georgia.**

New Yamacraw was the Indian village site on the Savannah River, some four miles above Savannah, to which Tomochichi, the Yamacraw chief, removed his people from Old Yamacraw in 1735. The new village was located within the Indian lands in the Yamacraw 1733 treaty with Oglethorpe, and was on Pipemakers Bluff, between Pipemaker and Dundee swamps. Following Tomochichi's death in 1739, the population of New Yamacraw rapidly declined, and within a few years the village was abandoned, the remainder of the Yamacraws apparently retiring to the Lower Creeks. By 1754 the lands on the site, which had then become royal property, had been parceled out into a glebe and grants to colonists, the site of New Yamacraw becoming part of Rae's Hall, the colonial plantation of John Rae.

The Indian Mound Irene, on the Savannah River bluff, some five miles above Savannah, is located just to the east of Pipemakers Creek at its junction with the river. It is considered in connection with New Yamacraw, since it is barely an eighth of a mile west of the village site, and the mission and schoolhouse of
John Wesley and the Moravians at Irene was designed to minister to the Yamacraw. The Mound Irene is of fair dimensions, being large enough to accommodate a sixty foot schoolhouse and mission erected there upon its summit by Wesley and the Moravians in 1736. The early history of the mound is vague, although it would appear to have been a ceremonial or domiciliary mound of the historic Indians inhabiting Pipemakers Bluff. The most famous experiment in colonial Georgia to convert and instruct the Indians was conducted from a mission and schoolhouse erected on this mound by Wesley and the Moravians in 1736. Benjamin Ingham, representing Wesley, first conducted the Irene mission to the Yamacraws, beginning in 1736, but in the same year the Moravians undertook the task, which they continued until 1739, when the project was abandoned.

Musgrove’s Cowpen

Musgrove’s Cowpen, or simply The Cowpen, was the early colonial plantation of Mary and John Musgrove, on the Savannah River, some six miles above the city of Savannah. Mary Musgrove, a half-breed Creek Indian woman, born about 1700, met John Musgrove, a trader in the Creek country, and married him shortly after the Yamasee War of 1715, and by 1732 the couple had drifted to Old Yamacraw, where they had a trading house of sorts under the guidance of certain Charleston merchants. Her knowledge of English and success in handling the Indians gave Mary Musgrove a high standing with Oglethorpe, who hired her as his regular interpreter.
after his arrival in 1733. In 1735 the Trustees confirmed a grant of five hundred acres of land on the Savannah River to John Musgrove, which tract passed to Mary upon his death soon afterwards, and she became known as owning some of the broadest acres in the young colony. The chief industry of her plantation was cattle raising.

About 1738 Musgrove died and Mary married a young indentured soldier, one Jacob Matthews, and for some time her plantation became known as Matthews. Matthews died in 1742. The Cowpen began to decline after 1742, for with Matthews dead, Mary away in the colony on business for Oglethorpe, her overseer left the plantation to join the Florida expedition of that year and was killed, her cattle were driven off, and her establishment practically ruined. About 1745 she married the adventurer Thomas Bosomworth, who soon influenced Mary to claim the right of her "royal" Indian blood and to organize a conspiracy to control the Indian trade and to secure the Indian lands north of Savannah. In the late 1740's and early 1750's, the couple kept the colony in an uproar with their intrigues, but in 1759 the crown disallowed all of their claims in north Georgia, giving her, however, St. Catherine's Island where she settled after 1760 and lived until her death.

Cherokee Hill, Georgia

Cherokee Hill, a site on the old river road, some eight miles northwest of Savannah, is chiefly of importance because of
its association with the military events of the Revolutionary War. In his flight from Savannah on December 29, 1778, General Robert Howe, the Patriot commander, camped at Cherokee Hill to collect his stragglers before pushing on into South Carolina. Colonel Archibald Campbell, the British officer who captured Savannah from Howe, also camped at Cherokee Hill, on January 1, 1779, in his pursuit of Howe. The site was continually passed by the British garrisons along the river in 1779 and later during the war. On September 15, 1779, General Benjamin Lincoln, the commander who replaced Howe, on route to the siege of Savannah, camped at Cherokee Hill, and again camped there on his retreat to South Carolina after the failure of the siege. General Anthony Wayne, as he advanced to drive the British from Savannah in the late spring of 1782, had a brush with some Indian allies of the British at Cherokee Hill. After the Revolution Cherokee Hill became a changing point for stage coach horses and a station on the stage coach route from Savannah to Augusta.

**Joseph's Town and Mulberry Grove Plantation, Georgia**

Joseph's Town and Mulberry Grove Plantation occupied the same site upon the Savannah River, some eight miles directly above Savannah by water and about ten miles by land. Joseph's Town was an interesting early colonial settlement in the Georgia colony, begun in the year 1733. The plan of the town covered an area about two miles square containing about twenty-five hundred acres. The settlers of Joseph's Town were Scotchmen of means,
including Captain George Dunbar, Captain John Cuthbert, Thomas Bailey, and Archibald McGillivray, who made the settlement at their expense, "and besides their families, maintained thirty indentured servants there." They also maintained some type of fortification and guard there. The settlement was unique in two things in the Georgia colony: it was the first place which tried to get self-government, and the first to make formal application for the introduction of negro slavery. The town was short lived, however, as the proprietors soon lost their interest there, and by 1740, William Stephens, Secretary of the Colony, does not even mention the settlement by name, in his report to the Trustees. The owners had then left the settlement and it was abandoned long before the end of the Colonial Period.

Captain Cuthbert's five hundred acres at Joseph's Town passed to his sister, on his death in 1739, and in 1740 she married Doctor Patrick Graham of Savannah, the plantation becoming known as Graham's. The plantation early received its well known name from the thriving mulberry trees set out there by Cuthbert, in the colonial experiment in silk culture, and Doctor Graham continued the plantation as a mulberry nursery. Graham resided on the plantation, and after 1745 became president of the colony, in fact the final one, before the colony was turned over to the royal government in 1754. He then became a ranking member of the colonial council, dying in 1755. Mrs. Graham next married James Bulloch, an ancestor of Theodore Roosevelt and Mrs. Franklin D.
Roosevelt, and in 1764 Mrs. Bulloch died leaving the plantation to Bulloch. About 1770 he sold the plantation, probably to the royal lieutenant-governor of the Georgia Province, John Graham, who appears as the next owner. He made rice planting the chief crop of the plantation. His plantation house was described as magnificent. At the outbreak of the Revolution he fled to England with his family, and the plantation became one of the confiscated estates. After the Revolution, in order to induce General Nathanael Greene to reside in Georgia, the state selected Mulberry Grove as a gift in recognition of his services, and presented it to him in 1783.

In 1785, Greene moved his family from Rhode Island to Mulberry Grove, bringing with him Phineas Miller to tutor his children. In June of the next year he died at the fine plantation home. To the home of the gracious Widow Greene came General Washington, then President, twice in 1791, on his famed Southern Tour. En route from Purysburg, South Carolina, on the Savannah River above Mulberry Grove, to Savannah by water, Washington paused at Mulberry Grove to greet Mrs. Greene and to send his elegant traveling coach overland to Savannah, on May 12, 1791. On May 15, en route to Augusta, following his Savannah visit, Washington again paused at Mulberry Grove, this time to dine, before continuing his journey. Returning from a northern trip in 1702, Mrs. Greene and her children’s tutor, Phineas Miller, were accompanied by Eli Whitney, who then intended to teach school in
South Carolina. He came first to Mulberry Grove as a visitor, and when he learned that his intended position had been filled, he remained as a guest and set about studying law.

Soon afterwards there occurred at Mulberry Grove one of the most significant episodes in industrial history, when young Eli Whitney invented the first practical cotton gin. While other gin models had been in use preceding his they had not been successful in operation, and it was his gin principle which is still in use in the modern gins of today, though perfected in 1793.

In 1796 Mrs. Greene and Phineas Miller were married, and in 1800 removed to their new plantation on Cumberland Island off the lower Georgia coast, and Mulberry Grove was sold in 1799. The colonial mansion was still standing in December, 1864, and was burned by Sherman's troops on their approach to Savannah in the March to the Sea.

Furysburg, South Carolina

Due to its association with the Savannah River region, the sites along the river road, and the city of Savannah, the colonial settlement of Furysburg, on the Savannah River, in lower Jasper County, South Carolina, is here briefly described. Furysburg was founded in 1732, by Captain Jean Pierre Pury, with a group of Swiss and French settlers, being one of the last attempts of the Carolina government to protect its southwestern colonial border, prior to the establishment of the Georgia colony. The settlement was located on a pleasant bluff some twenty feet high, at a point

about twenty-five miles above Yamacraw Bluff, where the Georgia colony was established in 1733. Purysburg, as first laid out was about one and one-fourth miles long, and the first structure built at the site by Captain Fury was a log and earth fort with four bastions and six cannon. Purysburg soon became one of the major crossing points on the river into South Carolina, an early colonial road from Charleston reaching the Savannah at this point. While the settlement was never a particularly flourishing one the site has been inhabited to the present day, though there is no village now. Early in 1779 General Benjamin Lincoln, the American commander who replaced Howe, opened his headquarters at Purysburg maintaining himself there from January until late in April. After the Revolution the old Savannah to Augusta river stage coach road in South Carolina ran through Purysburg, parts of which are still in use, and a stage coach road to Charleston from the place was developed. Along this stage coach road from Charleston, Washington reached Purysburg on May 12, 1791, on his famed Southern Tour, and at Purysburg was met by the official Georgia committee welcoming him to Georgia on his visit to Savannah. Here he took boat for the trip to Savannah. The settlement also became a famous steamboat landing after the advent of the steamboat. After Sherman's capture of Savannah in December, 1864, he started his advance into South Carolina in February, 1865, crossing a major part of his army at Purysburg. In the 1870's, with the establishment of Hardeeville upon the railroad
nearby, now the Atlantic Coast line, Purysburg declined to a few farm settlements.

**Abercorn, Georgia**

On Abercorn Creek, some three miles from its junction with the Savannah River and about fifteen miles directly above Savannah, the village of Abercorn was located in 1733 as one of the first attempts to colonize in the Province north and west of Savannah. Ten families were the first settlers at Abercorn, the village being laid out in twelve lots, and two trust lots, one on either end of the village. The first section of the Old Savannah River Road was built to Abercorn from Savannah in 1733, and along this road the Saltzburgers passed in 1734 en route to their new settlement site at Ebenezer. In the same year, 1734, the river road was completed to Ebenezer. This early attempt at Abercorn to subjugate the Savannah River swamp without slave labor soon failed, however. In 1737 Mr. John Brodie and twelve indentured servants settled at Abercorn, but by 1740 he had removed his people, and Abercorn fell rapidly into decay.

During the Revolution Abercorn became one of Colonel Archibald Campbell's strongly fortified British outposts along the river above Savannah, being an actual field base for the operations early in 1779. From Abercorn, in April 1779, Lieutenant Colonel Mark Prevost threw a strong column across the river to Purysburg and Black Swamp to create a diversion in South Carolina, in order to make General Benjamin Lincoln believe that a
British attack upon Charleston was imminent. By 1780 the last military importance of Abercorn was gone, and the site lapsed forever into abandon, having never been of great significance in the early history of Georgia.

Zubly's Ferry, Georgia

This colonial ferry crossed the Savannah River from Effingham County, Georgia, to Jasper County, South Carolina, at a point about three miles above Purysburg, South Carolina. Very little is known about the early colonial history of the ferry or the man for whom it was named. In 1778 William Bartram, the Philadelphia botanist, crossed the Savannah at this ferry en route to Charleston and Philadelphia, from Savannah, after having studied the Savannah Region since 1773.

Zubly's Ferry saw its greatest activity during the American Revolution. General Robert Howe, in his flight from Savannah early in 1779, crossed the river into South Carolina at this point. By the early spring of 1779 Colonel Archibald Campbell had made the ferry one of his fortified outposts, some two hundred men being stationed here. Between January 31 and February 4, 1779, Zubly's Ferry was the scene of an unsuccessful conference on the exchange of prisoners between Lieutenant-Colonel Mark Prevost and Major Thomas Pinckney of South Carolina. On September 12 and 13, 1779, General Benjamin Lincoln, the American commander, crossed his forces at Zubly's Ferry en route to the siege of Savannah and after its failure, recrossed the Savannah at
this point on October 18, 1779. Of recent years, the ferry site has been known as Beck's Ferry and has been long abandoned.

**Bethany and Goshen, Georgia**

The plantation and church settlements of Bethany and Goshen in the present Effingham County, Georgia, were mid-colonial settlements showing the growth of the German plantations in the lower Savannah River region. John Gerar William De Brahm, the British royal surveyor general for the southern district of North America, in 1751 planted the colony of Bethany, with one hundred and sixty German settlers, about five miles northwest of the second or New Ebenezer settlement, and about a year later one hundred and sixty more Germans arrived at Bethany. Goshen or Goshen Church, near which was the colonial and revolutionary Daere's Tavern, was settled by some of the Bethany group soon afterward. The latter settlement was ten miles below Ebenezer near the old river road.

**Old and New Ebenezer, Georgia**

Old and New Ebenezer were the sites of the settlements of the chief foreign religious sect to settle in colonial Georgia, the German Saltzburgers. The violent Catholic persecution of the Lutherans in the province of Salzburg from 1730 to 1733 led a party of seventy-eight to petition the Georgia trustees to allow them to settle in the new English province. In March 1734 they arrived at Savannah, and in a few days their leader, Baron von Reck, with Oglethorpe's aid selected a settlement site on a small
stream, which, like their settlement, they named Ebenezer, at a point some twenty-five miles directly northwest of Savannah, and about six to eight miles in a direct line from the Savannah River. They immediately cleared their site and opened the second section of the old road southward some ten or twelve miles to Abercorn. By 1736, however, despite their industry it was apparent that their settlement was neither healthful nor in a fertile spot, and with Oglethorpe's permission it was moved to Red Bluff on the Savannah, at the point of the confluence of Ebenezer Creek with that stream. Old Ebenezer was thus the first of the colonial settlements in Georgia to be abandoned, and became its first extinct town.

The new Saltzburger settlement on the Savannah was called New Ebenezer, and here the first church building in the Georgia colony was built in 1741. Here also was built in 1769 the beautiful Jerusalem Church, a brick structure still standing and stated to be the only colonial building still intact in Georgia. Near New Ebenezer "the Saltzburgers erected the first saw mill and the first grist mill in Georgia, and probably the first rice mill in America, with machinery of their own invention and construction." The chief industry at New Ebenezer was silk culture, however, which was continued here long after it was abandoned elsewhere in Georgia. Late in the Colonial Period, around 1774, New Ebenezer reached the height of its importance then being a flourishing town and supported a lively trade with Charleston and
The decline of the settlement dates from early in 1779, when Colonel Archibald Campbell brought his British forces there on January 2 to occupy the town as a strongly fortified post along the Savannah. A redoubt was thrown up near Jerusalem Church which then became first a hospital and later a stable. Several other earthen works were placed around the town site, and the position was even stronger than Savannah for a time. Lawless elements drove many of the Saltzburgers from their homes during the Revolution. The town being on the route of the river road, was thus on the main line of military communication of the British along the Savannah and remained in their hands until 1782. Late in the spring of 1782 General Anthony Wayne, the American commander sent to drive the remaining British from Georgia and to occupy Savannah, made New Ebenezer his headquarters for a few weeks before advancing upon Savannah. During this time Governor John Martin brought the state government to Ebenezer for a very few days before moving on to Savannah, when that town was evacuated by the British.

After the Revolution, attempts were made to revive New Ebenezer's industry and importance, but in vain. From 1796 to 1799 it was the county seat of Effingham County, until Springfield secured the courthouse. By 1855 there were but two houses at New Ebenezer. On December 9, 1864, Kilpatrick's cavalry and the Fourteenth Corps of Sherman's army, en route to Savannah, in the destructive March to the Sea, crossed Ebenezer Creek and encamped
at the Jerusalem Church, after skirmishing with and repulsing the Confederate cavalry. Today no structure remains on the site except Jerusalem Church, some modern church outbuildings, and nearby the Saltzburger cemetery.

**Sister's Ferry, Georgia**

Sister's Ferry in upper Effingham County, Georgia, crossing into Jasper County, South Carolina, was one of the chief colonial crossings of the Savannah and is best known for its association with military events occurring in the lower Savannah River region. Bartram, the famed Philadelphia botanist, in his well known travels of the southeast, crossed the Savannah at Sister's Ferry in the late spring of 1776 en route to the Cherokee Nation from Charleston. General Robert Howe, Patriot commander at the capture of Savannah, crossed part of his routed forces at Sister's Ferry on his flight into South Carolina late in 1778 and in January 1779. The ferry was early set up as a fortified outpost on the Savannah by the British in 1779, but it was not until after the Battle of Brier Creek, on March 3, that the crossing became an important post. It then had an interesting connection with that ill-fated battle, as two six pounder guns and two howitzers captured by the British there were subsequently used to build a stout fort to defend this crossing of the river.

One of the final skirmishes of the War Between the States, in Georgia, was fought at Sister's Ferry on December 7, 1864, when a detachment of Sherman's force in his March to the Sea, the
Ninth Michigan, received and repulsed a rear-guard attack of Ferguson's brigade of Confederate Cavalry. As Sherman's forces moved from Savannah into South Carolina early in 1865, part of the expedition, detachments from the Fourteenth, Fifteenth, and Twentieth Corps, crossed the river at Sister's Ferry on February 7, 1865. Today, the ferry has long been abandoned.

**Pallachucolas Crossing, Town and Fort, South Carolina**

Located in the extreme northwestern corner of Jasper County, South Carolina, and opposite the upper section of Effingham County, Georgia, is the site of the ancient Pallachucola or Pallachucola Crossing of the Savannah River. The immediate vicinity on both sides of the river, at this point, is commonly referred to as Pallachucolas, but the chief Indian and trading site was on the South Carolina side. The small Indian tribe located at this point, from earliest times perhaps, was called the Pallachucolas, and later, the Apalachicolas. Soon after the English settlement of Carolina in 1670, an ancient trail was discovered in western Carolina leading to the Pallachucolas Crossing, from the Charleston section, and across the Savannah into the Lower Creek country. This trail soon became an important Carolina trading path into the country which later became Georgia, and Pallachucolas Crossing was early noted as the only crossing on the river where it was possible to cross horses by swimming. Due to this characteristic, and to other evidence now being examined by students,
it is possible to believe that Pallachucolas Crossing may have been the site of the famed province of Cofitachequi reached by DeSoto in 1540. While the Apalachicolas or Pallachucolas were known to have had a village site on the Carolina side by 1707, part of the tribe also apparently lived on the Georgia side, at this point, in the so-called Pallachucola Old Town, for a short period prior to the Yamasee War of 1715.

The Apalachicolas' village became one of the buffer or sentry towns of Indians, along the lower Savannah, who were friendly to the Carolina colony during the great pre-Georgia trading period from 1670-1732. At the conclusion of the severe Yamasee trading war of 1715, however, the Indians at Pallachucolas, on both sides of the river, abandoned their village sites and moved to the Chattahoochee River near its junction with the Flint in western Georgia. Following the war, with the adoption of the new British frontier policy in the southeast of establishing garrisoned posts and settlements, the ranger station which had been maintained at Pallachucolas by Carolina for several years became a regular fortified post in 1723. During that year a palisaded fort was constructed by Carolina, which was officially known as Fort Prince George, though commonly referred to as Pallachucolas Fort. This became one of the three key forts erected by Carolina following the Yamasee War to protect its Savannah River frontier from the French, Spanish, and Indians. A regular garrison was maintained here by Carolina through 1735,
and it was still looked upon as a fort when Oglethorpe visited it in 1739 en route to Savannah from his famous trip to Coweta Town.

Mount Pleasant and Uchee Town, Georgia

Known since early colonial times as Mount Pleasant, this site is in upper Effingham County, Georgia, about ten miles below the mouth of Brier Creek and about a mile and a half from the Savannah River in an extensive swamp section. It was in this area that the chief village of the Yuchi or Uchee Indians was established in the lower Savannah River region, soon after the close of the Yamasee War in 1715. The Uchee lands were then extended southward as far as Ebenezer Creek. Oglethorpe recognized the rights and claims of the Uchee at Mount Pleasant, and allowed them to maintain their hunting lands inviolate along the river until shortly after 1740. He visited the Uchee Town on Mount Pleasant in July 1739, when he was en route to the Indian congress at Coweta, and at Mount Pleasant met the Indian traders who were to guide him to the Creek capital.

The Uchee settlement on Mount Pleasant numbered some one hundred inhabitants around 1740, and the population was then chiefly engaged in raising corn. In the late 1740's and early 1750's this settlement was abandoned and the village moved to the Chattahoochee River. During the Revolution, Mount Pleasant marked the termination of Colonel Archibald Campbell's pursuit of General Robert Howe and the Patriot forces after the capture of
Savannah on December 29, 1778. For some time, early in 1779, it was also the last outpost of the British advance up the river from Savannah.

**Hudson's Ferry, Georgia**

Hudson's Ferry, between lower Screven County, Georgia, and Hampton County, South Carolina, is perhaps more significant in the military history of the region than in its commercial and economic development. During the American Revolution this colonial ferry was fortified as one of the key British posts on the upper Savannah River. By February 1779 Lieutenant-Colonel Mark Prevost had established a strongly fortified camp at Hudson's Ferry, mounting several pieces of field artillery as its main defense. It was to this camp that Colonel Archibald Campbell retreated after he had evacuated Augusta, late in February 1779, and it was from Hudson's Ferry that Prevost advanced to repulse the Patriots at Brier Creek, early in March of the same year. Following the American defeat at Brier Creek, on March 3, 1779, the Ferry became the most northern outpost of the British upon the Savannah, remaining so until 1780 when Augusta fell into British hands again.

Marching southward along the river road toward Savannah in December 1864, Kilpatrick and the Fourteenth Corps of Sherman's forces on his March to the Sea encamped on December 5 at Hudson's Ferry. Following the War Between the States, Hudson's Ferry was a much used steamboat landing in Screven County with an extensive
warehouse and store. Nothing can be seen on the site today but
the old warehouse ramp, and ferry landing and road.

**Battlefield of Brier Creek, Georgia**

When the Tory power in upper Georgia was temporarily crushed
by Colonel Clarke at the Battle of Kettle Creek on February 14,
1779, in Wilkes County above Augusta, Colonel Archibald Campbell,
the British commander at Augusta, found his position there unten-
able. Late in the month he retreated to Hudson's Ferry, Colonel
Prevost's fortified camp. He was pursued by the American gener-
al, Ashe, who encamped above Hudson's Ferry on the north side of
Brier Creek in the angle formed by the junction of the creek with
the Savannah.

General Benjamin Lincoln, the American commander-in-chief
in the South, from his headquarters at Purysburg directed the Am-
erican forces to concentrate at Ashe's camp in order to begin an
offensive against the British, early in March. To prevent this
Patriot concentration, Colonel Campbell determined to dislodge
Ashe from Brier Creek immediately. On March 2, 1779, from his
camp at Hudson's Ferry Lieutenant-Colonel Mark Prevost moved upon
Ashe who never suspected the former's design until the British
force appeared to attack on March 3. About a mile above his
camp, at the crossing of the bridge on the old river road, Ashe
hurriedly formed his battle line into three divisions to meet
the British attack. Colonel Young was on Ashe's right, the cen-
ter was under General Bryant, and the left under General Samuel
Elbert of the Georgia forces. The action opened about three in the afternoon, and about an hour later, when Prevost opened with his artillery, Ashe's center fled within five minutes, and his right followed soon afterwards. General Elbert alone remained steadfast with his force on the left, and all of his men were either killed or captured. In the American route General Ashe is said to have led the flight to Lincoln's headquarters. Many of these ardent Patriots were drowned in the creek and river in their attempts to escape. General Elbert was taken captive, and it is reported that one hundred and fifty men were lost. This unfortunate affair, except for the capture and siege of Savannah in 1778-1779, was the most important of the early revolutionary actions in Georgia. In May 1791 on his Southern Tour en route northward from Savannah, President Washington apparently did not visit the Battlefield of Brier Creek before continuing to Waynesboro.

Jacksonboro, Georgia

Jacksonboro, a former county seat of Screven County Georgia, is one of the interesting dead towns in the upper Savannah River region. It was established as county seat in February 1779, legal business being transacted here until 1847 when Sylvania became the county seat. The route of the old colonial road approaching Waynesboro from the south passed through Jacksonboro, and Washington en route to Waynesboro, in May 1791, apparently passed through the old town, located on Beaver Dam Creek, soon
after leaving the old river road below Brier Creek Battlefield. On the night of December 5, 1864, part of Sherman's force en route to Savannah in the March to the Sea encamped at Jacksonboro, rebuilding the bridge across Beaverdam Creek at this point during the night.

Shell Bluff, Georgia

One of the unique natural sites upon the Savannah River is Shell Bluff in Burke County, Georgia. William Bartram, the Philadelphia botanist, was one of the first travelers to recognize the beauty of the extremely high bluffs at this point and to observe the unusual shell, clay, and limestone strata of the bluffs. He visited the bluffs in 1776 and was especially impressed with the height of the bluffs and with the enormous prehistoric and fossilized oyster shell specimens, which are still to be seen today. The bluffs rise very steeply above the river at this point for eighty to one hundred feet, affording magnificent vistas of the stream. Perhaps the most interesting natural phenomena are the strata of clay, limestone, and oyster shell in the face of the bluffs. For many years limestone was mined at this site. The fossilized oysters are very uncommon, being as large as twenty inches long by ten inches wide in some instances. The bluffs are heavily wooded and covered with a tangled undergrowth. Confederate works were erected here during the War Between the States and are still to be seen at the bluff. It is of interest also to know that Lyman Hall, one of the Georgia Signers,
had a plantation nearby where he was originally buried and from which his body was later removed to the Signers' Monument in Augusta. From a scenic and scientific point of view alone, Shell Bluff is a unique site.

Waynesboro, Georgia

Waynesboro, Georgia, the county seat of Burke County, is from ten to twelve miles west and southwest of the Savannah River road, which traverses the eastern edge of Burke County, but historical events of such significance have occurred here that they are briefly noted in connection with the general history of the upper Savannah River region.

Late in January 1779, when Colonel Archibald Campbell, the British commander at Savannah, determined to advance up the river and subdue Augusta, he sent as an advance guard his Tory leaders and force under Colonels Brown and McGirth. These officers pushed vigorously forward to join another force of Tories at Burke Jail near the present site of Waynesboro. The Patriot leaders in Burke County, Colonels Twiggs, Benjamin, and Few, hurriedly organized a small force of about one hundred Patriots to prevent the Tory concentration at Burke Jail. Near the end of the month the Tory force numbering some two hundred were unexpectedly attacked by the Americans and dispersed, the action crippling the Tory power in Burke County considerably. This brief action occurred about a mile south of the present city limits of Waynesboro, and was marked in 1927 with a granite stone by the
Edmund Burke Chapter, D. A. R., of Waynesboro. The action is commonly referred to as the Battle of Burke Jail.

During his famed Southern Tour President Washington reached Waynesboro on May 17, 1791, remaining there until the next day, during which time he lodged at the Munnerlyn House which stood on Liberty Street in Waynesboro until 1936, being then removed to make way for a gasoline station.

General Joseph Wheeler, the famed Confederate cavalry leader, concentrated his forces in the city of Waynesboro early on December 4, 1864, taking up his position along Liberty Street. Kilpatrick's cavalry and the Fourteenth Corps of Sherman's forces, which were then en route to Savannah in the March to the Sea, had moved slightly northward from Louisville to create a diversion toward Augusta, and on December 4 engaged Wheeler's cavalry in Waynesboro. Four successive charges were necessary before Wheeler was forced to retire from his position, and Kilpatrick then turned southward after a few hours in the city.

**Silver Bluff, South Carolina**

Silver Bluff, South Carolina, one of the most noted and beautiful sites in the entire Savannah River region, is located on the upper reaches of the Savannah River in Aiken County, some fifteen miles below Augusta by land, and perhaps twenty-five by water. Here the parti-colored Savannah carves a sweeping "S" through sand and clay bluffs, between Richmond County, Georgia, and Aiken County, South Carolina.
The most famed association of Silver Bluff is unquestionably its possible identification as the site of the renowned Indian Province of Cofitachequi, the point on the Savannah River to which DeSoto brought his expedition in the spring of 1540, and where he was entertained by the Indian Queen of the province. The brilliantly colored sand and clay bluffs extending along the South Carolina shore for about a half mile are impregnated with deposits of mica and pyrites, which apparently led the Indians to circulate rumors that silver deposits existed at this point. Such a natural condition would appear to lend credence to the fact that DeSoto reached the river at Silver Bluff since his expedition was in search of gold and silver. While Silver Bluff is commonly referred to as the site of Cofitachequi in the secondary works available on this subject, unfortunately no actual evidence apparently exists today to substantiate such a claim. Even Charles C. Jones, Jr., the eminent Georgia historian, who accepted the theory that Silver Bluff was Cofitachequi, admitted that such an acceptance was based on assumption and tradition. The location of Cofitachequi is now one of the most controversial questions of early southeastern history. Such an authority as Doctor John R. Swanton, of the Smithsonian Institution, has published two studies on the probable location of Cofitachequi without reaching a definite conclusion on the subject. He and other students now indicate in their more recent findings that Cofitachequi may have been at or near Mount Pleasant, or even at
Pallachucolas Crossing.

The second chief settlement of the Yuchi or Uchee Indians upon the Savannah, after the Yamasee War of 1715, was located at Silver Bluff, the other settlement having been at Mount Pleasant. It was to this Uchee Town at Silver Bluff that George Galphin, a Scotch trader, came to settle about 1739. Galphin established his stockade, trading store, and residences here and engaged mainly in trade with the Creek country. William Bartram visited Silver Bluff twice in his travels in the southeast, first in 1776 and then two years later. He described Silver Bluff as "a very celebrated place" and unusual for the beauty of the sand and clay strata in the face of the thirty-foot bluffs on the South Carolina shore, and for the glistening pyrites and mica visible there. He was a guest of Galphin on both visits and observes that the latter was a trader of importance. The botanist was also careful to remark on the extensive Indian deposits and artifacts at the point, which apparently came from the historic Indians. He also describes an ancient earth fortification on the bluff which seemed European in architecture to him, and which he attributes to the Spaniards. Galphin, the trader, had deep influence with the Savannah River tribes, doing much to retain their friendship for the English in the face of the Spanish and French intrigues in the Indian country. In 1775 on the outbreak of the Revolution Galphin's sympathies were with the colonists, and he became Indian commissioner for the Southern District under the Continental
Congress. He died in 1780.

From April to May 1779, while reconnoitering in the upper Savannah River region, General Benjamin Lincoln, the Patriot commander in the South, maintained his field headquarters at Silver Bluff. When the British regained possession of the upper Savannah River region, in the early months of 1780, they established at Galphin's trading post at Silver Bluff and called it Fort Galphin. Here the annual royal present to the Savannah River tribes, of powder, arms, and supplies, had arrived in the late spring of 1781. Colonel Henry Lee, en route in April 1781 to meet General Andrew Pickens at Augusta and to reduce that British post, learned of the existence of these valuable supplies at Fort Galphin and determined to secure them for the Patriots. On May 21, 1781, he suddenly appeared at the Fort Galphin stockade and with a show of part of his force induced the British garrison to leave the protection of the walls to attack him. Lee sent his remaining troops to enter and hold the structure and secure the supplies. His ruse was a complete success, and the capture of Fort Galphin and its army stores materially weakened the royal position at Augusta, contributing directly to its capture by Lee and Pickens in the next month.

New Savannah, Georgia

New Savannah Bluff, about twelve miles by land below Augusta on the Georgia side of the Savannah River, was an early colonial outpost just below Fort Augusta. In 1737 a Chickasaw Indian set-

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tlement was made at New Savannah Bluff, and a band of this tribe continued to live in this vicinity until shortly after 1795 when they removed to the Chattahoochee. An interesting small colonial cemetery exists today at the site in which the oldest burial is dated 1767. New Savannah became a well known shipping point on the river in the late colonial period and continued so into the ante-bellum period of the nineteenth century. After the Revolution one of the most famous of the early tobacco roads, leading from the northwest above Augusta, in Wilkes and Lincoln Counties, terminated at New Savannah Bluff, as it does today, and it is now the best known of the remaining tobacco roads in the upper Savannah River region.

Petty House, Georgia

Traveling northward from Waynesboro in Burke County, Georgia, on May 18, 1791, President Washington on his Southern Tour was met some four or five miles southwest of Augusta by a committee of distinguished Georgians welcoming him to that city. The site of the meeting was at an old farmhouse dwelling, the Petty House. The committee of Georgians included Governor Edward Telfair, Major General John Twiggs, the Southern partisan revolutionary hero, and Judge George Walton, one of the Georgia Signers.

At the time of the Washington Bi-Centennial in 1932, the Augusta Chapter, D. A. R., erected a granite monument with a bronze tablet, which commemorates this meeting, at a point about fifty feet north of the house site.
Savannah Town, Fort Moore, and New Windsor, South Carolina

The three historic sites of Savannah Town, Fort Moore, and New Windsor, all in South Carolina, are treated together as they occupied approximately the same location at the fall line of the upper Savannah River region, about five to six miles below the present site of Augusta, Georgia. While these sites being in South Carolina were not on the old river road, they have been of much significance in the general history of the upper Savannah River region, and contribute greatly to the importance of the Augusta area.

Savannah Town was the chief settlement of the Savanna Indians, who concentrated their united tribe at the fall line of the Savannah River, just prior to 1680, to become the first main allies of the Carolina English in the latter's rapid commercial exploitation of the southeastern Indian country. The Carolina trading expansion began in earnest with the establishment of Savannah Town, and this settlement and trading post became the entrepot for the lucrative commerce with the Cherokees, the Tennessee tribes, and the Lower Creeks. Savannah Town became the focal point of the great trading routes to the west and southwest across the Savannah River, with great trade routes emanating at Charleston and leading through Savannah Town to the Creek Towns on the Altamaha, the Chattahoochee, in the Alabama Valleys, and beyond to the Choctaw and the Chickasaw. From Savannah Town, as
their chief field trading base and outpost, the English commercial and imperialistic strategists directed their campaigns against the intrigues of the French and Spanish, in the struggle for the possession of the Indian country in the southeast prior to the settlement of Georgia. In this hazardous struggle of international diplomatic scheming, late in the seventeenth and early in the eighteenth century, Savannah Town was one of the chief sentry posts along the Savannah River acting as a buffer and protection on the Carolina frontier against hostile Indians, and the French and Spanish. On the outbreak of the bitter trading war of 1715, the Yamasee War, the military strategy of the Carolinians was directed from Savannah Town. During and after this struggle many of the Savannas moved westward to join the Creeks.

Fort Moore was erected at the site of Savannah Town in 1716 to protect Carolina’s trading routes and concessions in the southeastern Indian country as a direct result of the Yamasee War.

The severities of this struggle drove most of the friendly Indian tribes from the Savannah River frontier, where their villages had formed a line of protecting buffer towns on the edge of the Carolina colony. The English were forced to adopt an aggressive frontier policy, calling for the erection of key defenses along their western Carolina boundary, to replace the former sentry towns of the friendly Indians which were virtually deserted after the Yamasee War. Fort Moore was one of the key defenses erected under this policy along the Savannah River frontier, a garrison
being maintained in the stockade at this point until the founding of the Georgia colony in 1733.

Other Indian tribes, besides the Savannas, had occupied the immediate vicinity of Savannah Town and Fort Moore, by the early years of the eighteenth century. An interesting exiled people, a group of captive Apalachees, taken prisoner by the South Carolinian, Colonel Moore, in his destructive raid in the Apalachee region of Florida, in 1703-1704, were settled near Savannah Town shortly afterwards by their captor. Here they remained until the Yamasee War of 1715. After the Yamasee War, the trading and agricultural township of New Windsor, partly populated by German settlers, was laid out under the protection of the newly erected Fort Moore. In an attempt to induce certain friendly Indian tribes to return to the Savannah River and aid in strengthening this frontier, the Carolinians in 1722 were successful in locating a group of Chickasaws at the New Windsor Township. This Indian tribe remained at New Windsor only briefly, however, as they removed to New Savannah across the river in Georgia and below Fort Augusta in 1737.

The decline of Savannah Town, Fort Moore, and New Windsor, as the center of the English trade with the southeastern Indians, dates from 1736 and the establishment of Fort Augusta in Georgia, which soon superseded the famed Carolina trading center in importance.

The Sand Bar Ferry site on the Savannah River, in Richmond
County, Georgia, some five miles southeast of Augusta, is practically opposite the approximate location of Savannah Town, Fort Moore, and New Windsor, in Aiken County, South Carolina. Sand Bar Ferry itself is a renowned and historic spot of the upper Savannah River region, having been the chief duelling ground for this section of Georgia and South Carolina during the many years in which this manner of settling affairs of honor was allowed to flourish.

Augusta, Georgia

Augusta, located in Richmond County, Georgia, and chief city of the upper Savannah River region, is today a rare combination of a leisurely old southern river town and a bustling industrial center. Charmingly situated half on the bluffs sweeping westward from the river and half on the river plain, it has from this very location played an important role in the commercial and economic development of Georgia and the southeast. Seated at the fall line and head of navigation on the Savannah River, Augusta was laid out as a trading post and town late in the year 1735 by order of the Georgia Trustees. Kennedy O'Brien, a pioneer Indian trader in the Georgia colony, was chiefly instrumental in founding Augusta, and he built the first warehouse at the site. During 1736 warehouses and trading stores were rapidly erected at Augusta, and it assumed so much commercial importance that a small wooden fort, known as King's Fort or Fort Augusta, which mounted a few iron pieces and was garrisoned by ten men, was erected to protect this most northern outpost and trading
center of the Georgia colony. So rapidly was the Indian trade transferred to Augusta from the Carolina trading center at Fort Moore, six miles southeast of Augusta, across the river, that the latter post, the long established center of southeastern Indian trade, was displaced completely.

Soon after Oglethorpe's one visit to Augusta, in September 1739, while enroute home to Savannah from his famous conference with the Creeks at Coweta Town, he perceived the strategic commercial and military position of the northern outpost and directed that a road be opened to connect it with the lower part of the colony and Savannah. Thus late in 1739, the sixty mile stretch of the old river road from Augusta to Old Ebenezer was commenced, and by the end of 1740 the entire route of the road from Augusta to Savannah was open to the Indians and traders.

The chief Indian tribe to settle near Augusta and to remain in its vicinity for a period of years was the Chickasaw group which removed from the declining trading site at Fort Moore in 1737, first locating near the site of Fort Augusta and then removing some twelve miles southward to New Savannah Bluff to remain until the end of the eighteenth century.

The earliest church in upper Georgia was established at Augusta, at the site of the fort, in 1750, to be known as St. Paul's. Augusta was originally in the colonial county of Savannah which included northern Georgia after 1741, but shortly after Fort Augusta was rebuilt in 1751, the Parish of St. Paul's was
established, about 1758, which roughly approximated the present Richmond County, established 1777.

Being the center of the colonial Georgia Indian trade, Augusta became a field headquarters for the handling of much of the relations with the Indians. John Stuart, chief of the colonial Indian commissioners, was often in Augusta, and together with Governor Wright held the famous congress of the five nations in 1763, when the Creeks, Cherokees, Chickasaws, Choctaws, and Catawbas met the governors of Virginia, North and South Carolina, and Georgia, at Augusta, to reach a trade and territorial agreement. In 1773 the second great Indian conference was held at Augusta when Governor Wright obtained a cession of over two million acres of the lands of the Creeks and Cherokees in payment of the traders' claims against these nations. William Bartram, of Philadelphia, reached Augusta in 1773 on his travels in the southeast and attended this Indian conference. He found the site of Augusta "most delightful and eligible" for a city and returned in 1776 and 1778. As early as 1767, Fort Augusta had been abandoned as an active, garrisoned post.

During the period of the American Revolution Augusta was the center of the bitter Tory and Whig partisan struggles, and in its vicinity both parties were in considerable power at various times in the course of the war. Not until February 1779 did Augusta enter the main course of the struggle in the South, when Colonel Archibald Campbell captured the town making it the most northern
advance of the British in Georgia in the opening stages of the
Southern Campaign. Following the Tory defeat by Colonel Clarke
at Kettle Creek, on February 14, 1779, above Augusta, Campbell
evacuated Augusta, and until the close of the war it was alter-
nately held by the Patriots and the British. The notoriously
cruel Colonel Brown, of the Tory militia, held Augusta during
most of 1780 and 1781, Colonel Clarke's desperate attempt to
dislodge him in September 1780 being a failure. British power
in upper Georgia was not completely broken until May and June
1781, when General Andrew Pickens and Colonel Henry Lee forced
Colonel Brown to surrender, and the first section of Georgia to
be free of British control since 1778 was again in the hands of
the Patriots. Fort Cornwallis, on the site of old Fort Augusta;
Fort Grierson, about a quarter mile west of Fort Cornwallis; and
McKay's Trading Station or the White House were the scenes of the
chief struggle in the city of Augusta, and each site is now marked
by monument or tablet.

The colonial trade in pelts and Indian goods was interrupted
by the Revolution, but shortly after its conclusion Augusta be-
came the first great southeastern tobacco mart, when that plant
flourished in the vicinity late in the eighteenth century. The
famous tobacco roads brought the plant to the great warehouses
in the city where it was transshipped down river. By the mid-
1790's, however, the perfecting of the cotton gin by Eli Whitney
soon brought a displacement of tobacco planting by extensive cot-
ton cultivation in upper Georgia. Augusta, from its natural ad-
vantage at a central location on the upper river, became an even more important cotton market. In 1791 the first bridge to be constructed over the Savannah River was built at Augusta, and President Washington crossed it, after his visit to Augusta, en route north on his Southern Tour during the summer of that year. Augusta's increasing importance as the commercial center of this part of the state caused the removal of the capital to that city in 1786.

The first of Augusta's chief industrial plants, the cotton mills, were established as early as 1834, the availability of the raw product and of water power making Richmond County an ideal area for such development. William Longstreet's experiments on the Savannah at Augusta with the steamboat in 1806-1808 were the forerunners of Augusta's first great industrial epoch, coinciding with the advent of the cotton industry after 1800 and steamboat navigation on the river beginning between 1817-1823. Lafayette, on his tour of the United States in 1824-1825, reached Augusta via steamboat from Savannah in March 1825. Augusta's second great industrial epoch opened in the mid-ante-bellum period with the appearance of the railroads in the 1830's; the Charleston and Hamburg Railroad reaching the South Carolina shore opposite Augusta in 1833 and the first Georgia railroad connecting Augusta and Athens being opened in 1835.

In the War Between the States Augusta's natural advantage as a protected position far inland kept it out of the main course of
the war during the four years of the struggle. As a manufacturing center for military textiles and ordnance, however, Augusta was of prime importance to the Confederacy's prosecution of the war. The chief war industry at Augusta was the manufacture of powder, the great Confederate powder works being located on the Augusta power canal near the river. Today one lone red brick chimney marks the site. Removed from the action of the war, Augusta was also one of the great hospital centers of the Confederacy. In mid-April 1865 the remainder of the Confederate Treasury funds passed through Augusta, being conveyed on to Washington, Georgia. President Jefferson Davis was carried through Augusta as a Federal prisoner in May 1865, after his capture in Irwin County, Georgia.

Since the conclusion of the War Between the States and the Reconstruction period, Augusta has continued to expand industrially, and is today one of the leading textile and brick manufacturing centers of the southeast.
CONCLUSION

Indian tribal life has centered in various settlements along both banks of the Savannah River since early historic times. Among the Indian tribes represented were the Yamasees, Pallachucolas, Uchees, Kasihtas, Chiahas, and Chickasaws. The Savannah River Valley inhabited by these relatively peaceful groups constituted a settled or buffer strip of territory between the English settlements of the Carolinas and the encroachments of strong, warlike tribes or the intrigues of the French and Spanish. The Yamacraws greatly aided General Oglethorpe by acting as his intermediaries with the Creeks and the Cherokees in establishing cordial relations, thus allowing the new Georgia colony to prosper unhindered by Indian trouble.

The most famous of the early European exploring expeditions to traverse the Savannah River region was that of DeSoto, which is represented as reaching a point on the river during the spring of 1540, before turning westward through present North Georgia and Alabama toward the Mississippi River.

The landing of James Edward Oglethorpe and one hundred and twenty-five colonists at Yamacraw Bluff about twelve miles from the mouth of the Savannah River at the present site of the city of Savannah on February 12, 1733, established the last of the original thirteen English colonies in America. The philanthropic and charitable motives of Oglethorpe and the Trustees for Establishing the Colony of Georgia were somewhat unusual in primarily planning a haven for the debt-ridden and underprivileged English classes. The agricultural, social, and religious experiments con-
ducted in the Georgia colony between 1733 and 1752, when the colony became a royal province, are of special interest. The allotment of land to the settlers and the tail-male system of inheritance, the prohibition of slavery and of alcoholic drinks, the settlements and practices of foreign religious sects, the Saltzburgers and the Moravians, the John Wesley's mission to the Georgia colonists and Indians, were all unusual features.

Early Revolutionary activities in Georgia centered around Tondee's Tavern in Savannah. Here public opinion was crystallized by action and the first constitutional convention in 1776 was one direct result. It was not until two years later that the Savannah River Valley assumed an important position in the struggle for American independence. The valley was the scene of engagements of varying intensity from that time until the final evacuation of Savannah by the British on July 11, 1782.

The few brief years following the close of the Revolution and prior to the opening of the new century saw several events of striking national significance occur within this region. The rapid development of the up country in Georgia so concentrated the economic and commercial advances of the state around Augusta that it became the capital in 1786. President Washington traversed the area between Savannah and Augusta during his Southern Tour in 1791. In 1793, Eli Whitney, while staying temporarily at the home of Mrs. Nathanael Greene, Mulberry Grove Plantation, invented the cotton gin, a simple and effective machine that sepa-
rated the cotton lint from the seeds with great rapidity. The invention of the gin made cotton a profitable commercial crop throughout most of the southern states and was the basis for the plantation system and agricultural aristocracy that so strongly characterized the ante-bellum South.

The Savannah River Valley was little affected by the military course of the Civil War until late in the struggle. In November 1864, General Sherman's forces turned their faces toward Savannah and began their March to the Sea. On December 21 he entered Savannah, and one of the most destructive military marches in history had reached its destination. Augusta, in a quiet eddy during the entire war, served the Confederacy as a hospital base and a center for war industries.

The period since the Civil War has seen the industrialization of Savannah and Augusta. Textile mills in and near Savannah were greatly expanded. The cotton trade on the Savannah River continued important until after the World War, making Savannah one of the chief cotton ports of the world. The experiments of Doctor Charles Herty, in his Savannah laboratory, with southern pine as the raw material for pulp paper and products were largely instrumental in bringing this new industry to the Savannah River region.

Even a brief resume of the history of this section indicates the outstanding possibilities for presenting a colorful panorama from prehistoric times through the periods of frontier and colonial
development and the plantation system to the industrial influences of the present. Such a story would be primarily that of social and economic change, though the profound efforts of the Revolutionary and Civil Wars would of necessity also be included. Irene Mound is one of the outstanding archeologic sites in the Southeast. If the Uchee Town could be definitely located, it also would probably be of considerable importance.

Mulberry Grove is the scene of Eli Whitney’s invention that revolutionized southern economy. Fort Pulaski’s importance has already been recognized in its establishment as a national monument. The importance of the other sites has been described. Their locations might well be marked and their stories briefly told by marker texts on the site. Should the importance of the old road between Savannah and Augusta and of the related sites be commemorated in a national parkway, the general story of the entire region could best be told in one central museum development somewhere on the road with marker texts at recognized sites and with specialized subsidiary museums perhaps at Irene Mound and Mulberry Grove. Fort Pulaski would preferably remain the center of the presentation of the military history of the Savannah River country.
RECOMMENDATIONS

The major national historical interest in Georgia and adjoining states appears to lie along the seaboard from Charleston through Savannah to St. Augustine, rather than along the Savannah River between Augusta and Savannah. The colonial route between Savannah and Augusta was an important route of trade and travel in the Savannah River region of Georgia and South Carolina, but it did not assume the character of a major national artery of trade and communication as did, for example, the Natchez Trace. The historic sites located on or near the colonial route, at Mulberry Grove, the Irene Mound, and Savannah, are believed to be of national significance. Other sites along the route are believed to be of regional, state or local significance.

It is believed that on the basis of historical values alone the construction of a parkway between Savannah and Augusta would not appear to be justified. However, should there be a demonstrated need in the future for a continuation of the Blue Ridge Parkway system to the southeastern coast, a parkway between Savannah and Augusta would be a valuable link in providing accessibility to the rich historical coastal area extending from Charleston, through Savannah to St. Augustine.
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4. Periodicals, Annuals and Publications of Learned Societies.


Maps Showing the Development of Colonial Routes between Savannah and Augusta, Georgia.

Plates

I. Map of the Trail System of Southeastern United States.

II. Map of Georgia and Part of Carolina (circa. 1741-43).

III. Map of the Savannah River by De Brahm.

IV. Mitchell's Map of British and French Dominions in North America (London 1755), section only.

V. Map of South Carolina and a Part of Georgia, London, 1768. (Section in two parts.)

VI. "A Map of the Coast of Georgia", 1763.

VII. Map of 1775 by Mouzon and Others.

VIII. Map of 1779 by Lt. Colonel Archibald Campbell of the British Army.

IX. "Sketch of the Northern Frontiers of Georgia". A Map by Lt. Colonel Archibald Campbell, 1780.

X. Map of South Carolina and Georgia, 1780.

XI. Washington's Southern Tour, 1791. Georgia Part of the Route.

XII. A Section of Colton's Map of Georgia, 1866.

XIII. Section of a Map of Georgia at the Last Decade of the Nineteenth Century, 1890.
I.

Map of the Trail System of Southeastern United States.

A section of W. E. Meyer's map entitled The Trail System of the Southeastern United States in the Early Colonial Period. Trail No. 82 indicates the Indian trail between Savannah and Augusta. No detailed historical information of the exact route has yet appeared. The map of the trail bears a strong resemblance to the Mitchell Map of 1755 (q.v.).

This map was published in the 42d Annual Report of the Bureau of American Ethnology, 1924-25, Washington, 1928, opposite page 748.
II.

Map of Georgia and Part of Carolina

Although the date of this map has been placed by Georgia authorities in the 1740's, the information thereon shows that it was drawn to show conditions prior to 1739-40 because it does not show the road built from Augusta to the Uchee Town upon General Oglethorpe's Order of 1739.

An old copy of this map is in the Map Division of the Library of Congress, a published copy will be found in Georgia Historical Society Collections, Vol. VII, part 3, 1913, page 7.
III.

A Map of Savannah River by DeBrahm.

This is a copy of a portion of a large manuscript map drawn by William G. DeBrahm, Surveyor-General of the Georgia Colony. From documentary evidence, the date of the map has been placed tentatively as 1752. This map is a most detailed and careful study of the Savannah River area for the period in which it was prepared. The lower fork of the Upper Old Road is shown but no lower Road is indicated.

The manuscript is in the Map Division of the Library of Congress.
IV.

Mitchell's Map 1755

A section of Mitchell's *Map of British and French Dominions in North America* (London, 1755). This map, which was prepared upon the orders of the "lord commissioners for trade and plantations" from various colonial accounts and surveys, was frequently used by officials in the eighteenth century. The Savannah River area indicates a lower, but no upper road.

Published for Jeffery and Faden, London, February 13, 1755.
Section of a Map of South Carolina and a Part of Georgia as given in T. Jefferys' A General Topography of North America and the West Indies, London, 1768.

This plate actually was drawn in or prior to 1757 and was the work of William De Brahm, William Bull, Captain Gascoign and Hugh Bryan. The Georgia section shows the influence of the De Brahm of 1752. Again the lower fork of the upper Old Road is shown and no lower Road is indicated.

VI.

A Map of the Coast of Georgia, 1763

This map, also prepared by De Brahm, shows only the lower Road.

VII.

Map of 1775 by Mouzon and Others.

A section of a map which was republished many times. Here the old colonial road between Savannah and Augusta follows a slightly different route than that indicated in preceding maps. No upper road is indicated.

VIII.

Map of 1779 By Lt. Colonel Archibald Campbell of the British Army

This sketch map taken from a manuscript in the Library of Congress, shows the roads between Ebenezer and Augusta in 1779. The author, Lt. Colonel Archibald Campbell, was with the British troops in the Savannah area during the War for American Independence.
Sketch of the Northern Frontiers of Georgia
A Map by Lt. Col. Archibald Campbell. 1780.

This map by a military authority is one of the most detailed studies of the region as it appeared during the Revolutionary period. Places mentioned in this map were listed in the 1938 Act of Congress which directed a survey of the "Oglethorpe Trail." The map shows both the upper Old Road and the lower Road on the route between Savannah and Augusta. Various cross roads also are indicated.

For copies of this map, see Map Division, Library of Congress and the Division of Topographical Engineers, Office of the Chief Engineer, War Department. It was also published in The American Atlas by T. Jefferys and others, London, 1776. It was not unusual in the 18th century for Atlases of a given date to be supplied with maps bearing dates of a later period. This map was published by virtue of an Act of Parliament of 1780.
Part of a Map of South Carolina and Georgia, 1780.

This map is a compilation of the work of William G. DeBrahm, William Bull, Captain Gascoign, and Hugh Bryan and contains additions from surveys made and collected by John Stuart. It appears to include the features of the Campbell maps of 1779 and 1780. It is a clear and comprehensive work of the post-Revolutionary period.

XI.

Washington's Southern Tour 1791.
Georgia Part of the Route.

A section of a map taken from Dr. Lawrence Martin's The George Washington Atlas (Washington, 1932). The stopping places of President Washington on his route through Georgia in 1791 are indicated.
XII.

A Section of "Colton's Map of Georgia" 1866.

A map showing roads and railroads in the Savannah-Augusta area at the beginning of the period of Reconstruction.

Published by G. W. and C. B. Colton and Company, New York, 1866.
XIII.

Section of a Map of Georgia at the Last Decade of the Nineteenth Century, 1890.

This map shows part of the old colonial road still in use.

Published by Gaylord Watson and by Adams and Company, New York, 1890.
S. 2130

IN THE SENATE OF THE UNITED STATES

April 12, 1937

Mr. George introduced the following bill; which was read twice and referred to the Committee on Public Lands and Surveys

A BILL

To authorize an appropriation of $50,000 with which to make a survey of the old Indian trail and the highway known as “Oglethorpe Trail” with a view of constructing a national roadway on this route to be known as “The Oglethorpe National Trail and Parkway.”

Whereas the ancient Indian trail, extending from Savannah, the scene of the English colonization of Georgia, northwesterly along the route of the Savannah River in the direction of the city of Augusta, and thence in a northwesterly direction, furnished a trail along which passed the great Indian migrations and also furnished a means of communication between the Indian tribes traveling from the Middle West and North to the Southeast; and

Whereas General Oglethorpe, in establishing a thoroughfare from Savannah to Augusta (upon returning, in September 1739, from his famous treaty conference with the Creek Nation,
which was held at Coweta), followed this ancient Indian trail—this thoroughfare having been used thereafter by the colonists of Georgia in establishing their trading posts and outposts along the banks of the Savannah River into the great heart of the southeastern territory of the United States; and

Whereas this thoroughfare from Savannah to Augusta was designated in 1780 as a British military road; and

Whereas for nearly three-quarters of a century this thoroughfare was used as a stage road, President George Washington having traveled this road during his southern tour in 1791 in going from Savannah to Augusta; and

Whereas many important and historic sites are located on or near this road, including (ascending from Savannah) Old Yamacraw; the Hermitage Plantation; New Yamacraw; the Indian Mound Irene (site of John Wesley’s Mission); Mrs. Musgroves Cowpen; Joseph’s Town; Mulberry Grove (Nathanael Greene’s plantation and site of invention of the cotton gin by Eli Whitney); the town of Abercorn; Dacre’s Tavern; New Ebenezer; Old Ebenezer (site of the Salzburger settlement in 1734); the Palachocolas river crossing; Mount Pleasant (site of the trading post and fort); Hudson’s Ferry; Uchee Town; Brier Creek Battlefield (site of important Revolutionary War battle); Burton’s Ferry; Telfare’s Saw Mill; Telfare’s Plantation; Stony Bluff (site of prehistoric Indian stone implement factory); Gorham’s Ferry; Shell Bluff (site of deposits of gigantic fossilized oysters five inches wide by twenty-four inches long); and

Whereas not only is the area traversed rich in historic and prehistoric sites but it contains tremendous scenic value, passing through deep, junglelike river swamps which abound in
game; over small blackwater creeks well stocked with bass, perch, and bream; across flat pine barren lands and rolling hills, and along commanding bluffs on the banks of the Savannah River; and in the springtime when dogwood, laurel, and magnolias are in bloom the area becomes a veritable garden; and

Whereas the entire Indian trail and the original thoroughfare from Savannah to Augusta lends itself particularly well to treatment as a national historic parkway (aside from its own significance it appears entirely feasible and desirable to link this proposed parkway to other national parkways, now under construction, by developing the Cherokee Indian trail from Augusta over the mountains to Tennessee); and

Whereas the cities and counties located in the area through which this roadway passes are interested in the building of this national parkway—numerous organizations, associations, and private citizens having already sponsored many projects to mark various of the historic sites along the roadway; and

Whereas the Government has recently adopted a policy and set up a division in the Department of the Interior known as the “National Park Service” to engage in a national way in laying out parks, reservations, and building parkways: Therefore

1 Be it enacted by the Senate and House of Representa-
2 tives of the United States of America in Congress assembled,
3 That there is hereby authorized to be appropriated, out
4 of the Treasury of the United States, a sum not exceeding
5 $50,000 to be used by the Department of the Interior in
6 the office of the National Park Service, with which to
make a survey of the old Indian and Oglethorpe Trail throughout its entire length leading from the city of Savannah to the city of Augusta, Georgia, the same to be known as "The Oglethorpe National Trail and Parkway". The said survey shall locate the parkway as nearly as practicable in its original route. An estimate of cost of construction of an appropriate national parkway on this route, and such other data as would be valuable, shall be obtained by said survey, with the objective of determining matters concerning the construction of the parkway.
A BILL

To authorize an appropriation of $50,000 with which to make a survey of the old Indian trail and the highway known as "Oglethorpe Trail" with a view of constructing a national roadway on this route to be known as "The Oglethorpe National Trail and Parkway".

By Mr. George

April 12, 1937
Read twice and referred to the Committee on Public Lands and Surveys
THE SECRETARY OF THE INTERIOR
WASHINGTON

4-28-37

MAY 18 1937

Hon. Alva B. Adams,
Chairman, Committee on Public Lands and Surveys,
United States Senate.

My dear Mr. Chairman:

I have received a letter from your Committee, dated April 20, requesting a report on S. 8130 entitled "A Bill To authorize an appropriation of $50,000 with which to make a survey of the old Indian trail and the highway known as 'Oglethorpe Trail' with a view of constructing a national roadway on this route to be known as 'The Oglethorpe National Trail and Parkway'."

This Department is not in a position to submit a report on this proposed legislation at this time as the National Park Service desires to make a thorough study of the matter before a final report is made.

I recommend that no action be taken on S. 8130 until a further report is received from this Department.

Sincerely yours,

(Sgd.) CHARLES WEST
Acting Secretary of the Interior.

tas/br
THE SECRETARY OF THE INTERIOR
WASHINGTON

Hon. Alva B. Adams,
Chairman, Committee on Public Lands and Surveys,
United States Senate.

My dear Mr. Chairman:

Further reference is made to your letter of April 20, 1937, enclosing a copy of S. 2130 entitled "A Bill To authorize an appropriation of $50,000 with which to make a survey of the old Indian trail and the highway known as 'Oglethorpe Trail' with a view of constructing a national roadway on this route to be known as 'The Oglethorpe National Trail and Parkway', and requesting a report thereon.

On May 18, 1937, you were advised by this Department that it would be necessary to make a thorough study of this proposed legislation before making a final report to your Committee.

This Department has recently completed a study of this proposal authorizing the appropriation of $50,000 to be used for a survey of the old Indian and Oglethorpe Trail running from Savannah to Augusta, Georgia. The proposal contained in this bill has been considered by the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments. It is the opinion of the Advisory Board that the Oglethorpe Trail is of national historical significance.

In view of the above considerations, I recommend that S. 2130 be given favorable consideration by the Congress.

I have been advised by the Bureau of the Budget that there would be no objection by that office to the presentation of this report to the Congress.

Sincerely yours,

Secretary of the Interior.

tas/keb
THE SECRETARY OF THE INTERIOR  
WASHINGTON  
NATIONAL PARK SERVICE OFFICE COPY  

MY DEAR MR. CHAIRMAN:

Further reference is made to your letter of April 20, 1937, enclosing a copy of S. 2130 entitled "A Bill to authorize an appropriation of $50,000 with which to make a survey of the old Indian trail and the highway known as 'Oglethorpe Trail' with a view of constructing a national roadway on this route to be known as 'The Oglethorpe National Trail and Parkway', and requesting a report thereon.

On May 18, 1937, you were advised by this Department that it would be necessary to make a thorough study of this proposed legislation before making a final report to your Committee.

This Department has recently completed a study of this proposal, authorizing the appropriation of $50,000 to be used for a survey of the old Indian and Oglethorpe Trail running from Savannah to Augusta, Georgia. In addition, the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments has made a study of the old Oglethorpe Trail, and it is the opinion of the Advisory Board that the trail is of national historical significance.

It is believed that a survey of this proposed parkway can be made for $10,000 by the National Park Service. Accordingly, it is recommended that such a survey be made from regular Departmental appropriations for roads, trails, and parkways, for the National Park Service, and it is recommended that the following amendment be incorporated in the bill:

Beginning with line 3, page 3, strike out up to and including the word "Service," on page 3, line 6, and insert in lieu thereof the following:

"That the Secretary of the Interior is hereby authorized to use a sum not in excess of $10,000 of the regular Roads and Trails, or Parkway appropriations available to the National Park Service,"

YELLOWS NOTED
In view of the above considerations, I recommend that S. 2130, with the suggested amendment, be given favorable consideration by the Congress.

I have been advised by the Bureau of the Budget as follows:

"You are advised that, if you consider that the expenditure of not to exceed $10,000 would serve a useful purpose in determining and perhaps marking such a trail, there would be no objection to legislation contemplating that objective, but you are also advised that legislation which would contemplate future construction of a parkway along such route at Federal expense would not be in accord with the program of the President."

Sincerely yours,

(Sgd.) Harold L. Ickes

Secretary of the Interior.