

1. Title slide: Great Wagon Roads

- a. Going to discuss how our ancestors may have come to South Carolina
- b. Of course could have come aboard ship to Charleston
- c. Many came overland from the more northern colonies

2. Introduction: MA to SC rivers jpg

- a. Coastal Settlements: Boston, New York, Philadelphia, Baltimore, Annapolis, Alexandria, Norfolk, New Bern, Wilmington, Charles Town, Savannah
- b. Gradual move inland
 - i. Population, Indians
- c. Increased need for communication & commerce provided stimulus
- d. Roads developed in a natural, logical manner

3. Migration to South Carolina (1665–1800)

- a. Charles Town first settled 1665, abandoned, resettled 1670
- b. Beaufort 1711
- c. George Town 1729
- d. Yamasee War (1715-1718) nearly destroyed the colony
- e. Rice and indigo plantations dotted the coast line
- f. Much of the commerce was with other coastal colonies, West Indies, and Europe, primarily England
 - i. Carried over water
- g. Coastal settlement got a 75-year head start on the back country (Indian lands)
- h. Indian trade, mainly in deer skins, eventually became significant
 - i. Supported by old Indian paths from the coast into the back country
 - (1) Cherokee Path up the Santee, Congaree, and Saluda
 - (2) By the late 1730s, the Cherokee Path was considered a wagon road only as far as the Congarees

- (3) By 1759 wagon road almost to Fort Prince George on the Keowee
 - (4) Another Indian path up Savannah (traveled by William Bartram)
- i. Most transportation was by foot, horse, or pack train on the paths and some form of boat on waterways below the fall line.
- j. From 1731 to 1765, townships brought 10,000 settlers to the SC back country
- k. Indian trading sites established
 - i. Savannah Town 1680s, later site of Fort Moore, 1715
 - ii. Fort Congaree (1718)
 - iii. Ninety Six (late 1730s)
 - iv. Roads between back country settlements were scarce
 - (1) Horse paths, if that
 - v. All early major paths or roads led toward Charleston
- l. Indians double-edge sword to immigration
 - i. Indian trade attracted commerce and settlement
 - ii. Indian hostility deterred it

4. **Population**

- a. Until 1715, almost all of South Carolina's population was within thirty miles of Charles Town
- b. The interior developed gradually over 75–100 years.
- c. Before the Revolution Charles Town had more commerce than Boston, New York or Philadelphia; 4th largest city in America
- d. 1729: 10,000 whites & 20,000 slaves
- e. Back country inhabitants came in a trickle in the 1730s, increased slightly in the 1740s, and continued to increase during the 1750s
- f. 1759: 36,000 whites & 55,000 slaves (17,000 in back country)
- g. Beyond fall line 7,000 whites and 300 slaves
- h. Tens of thousands arrived during the 1760s and early 1770s.
- i. By 1760s back country inhabitants outnumbered low country populace
- j. 1775: 70,000 whites & 104,000 slaves (46,000 in back country)

- k. After the Revolutionary War, immigration resumed in large numbers
- l. Most backcountry settlers came from the colonies of Pennsylvania, Maryland, Virginia, and later North Carolina.

5. A Cargo of Fifty Thousand Prime Slaves

- a. During 1760s lawlessness in backcountry
- b. Regulators
- c. Rev. Charles Woodmason
- d. Satire
- e. Population of 50,000 in back country

6. How Roads Developed

- a. Animal paths
- b. Indian trails
- c. Horse & pack animal paths
- d. Wagon roads
 - i. Commissioners appointed to lay out roads
 - ii. Widened, most stumps removed
 - iii. Maintained by local land owners under appointed overseer

7. Four Great Wagon Roads

- a. Not just Philadelphia Wagon Road
- b. King's Highway
- c. Fall Line Road
- d. Upper Road

8. King's Highway

- a. King Charles II, 1660
- b. Boston Post Road to New York

- c. Great Coast Road (Annapolis)
- d. Potomac Trail (from Alexandria)
- e. Virginia Path (from Norfolk)
- f. Finally completed 1735 (75 years)
 - i. 1,300 miles
 - ii. Two months travel time
- g. Many large waterways to cross (plus swamps, marshes)
- h. Never an easy road to travel but connected all major cities
- i. Close to US Hwy 17 in SC

9. **Fall Line Road**

- a. Fall line is beginning of shoals, where streams can be forded and boats can no longer navigate
- b. Boats could navigate up to fall line towns and even small ships to some towns
- c. Connected fall line towns set up as trading posts (e. g., Cheraw, Pine Tree (Camden), Congarees (Columbia), Fort Moore /Augusta)
- d. Fredericksburg VA to Macon GA
 - i. Richmond VA on James River
 - (1) Petersburg, Emporia VA
 - (2) Roanoke Rapids, Fayetteville NC
 - ii. Cheraw SC on Pee Dee River
 - iii. Fort Congaree SC on the Congaree River
 - (1) Followed The Ridge
 - iv. Augusta GA on the Savannah River
 - v. Macon GA on the Ogeechee River
- e. Virginia in 1730s
- f. North Carolina 1740s

- g. South Carolina 1750s
- h. Close to US Hwy 1 to Cheraw and I-95 from Fayetteville NC up into VA

10. **Upper Road**

- a. Begun in mid 1740s
- b. Left Fall Line Road at Petersburg VA
- c. Followed old Occaneechi Path
- d. More in Piedmont west of Fall Line Road
- e. Went through Hillsboro NC and Salisbury NC where met southern section of Philadelphia Wagon Road
- f. At Charlotte NC left Philadelphia Wagon Road and turned southwest, going close to Anderson SC
- g. Also called Carolina Road and Rogues Road
- h. Close to I-85 and US Hwy 29
- i. Ended in Athens GA

11. **Philadelphia Wagon Road**

- a. Migration path developed over 60 years
 - i. 1720s west from Philadelphia
 - ii. 1730s south into Maryland
 - iii. 1740s south into Shenandoah Valley (Great Warrior Trail) to Big Lick VA
 - (1) Valley ideal migration path
 - (2) 1744 Indian treaty
 - (3) Rivers flow north in upper portion and south and east in lower portion
 - iv. 1750s difficult Carolina portion open into North Carolina
 - (1) Maggoty Gap
 - (2) Wachovia (Winston-Salem)
 - (3) Salisbury

- v. 1760s completed to Rock Hill, Chester, Newberry SC, and Augusta GA
- b. West fork at Big Lick VA to Cumberland Gap TN to Daniel Boone's Wilderness Trail to Kentucky
- c. Road or portions called at various times
 - i. Great Philadelphia Wagon Road
 - ii. Great Wagon Road
 - iii. Pennsylvania Wagon Road
 - iv. Great Valley Road
 - v. Valley Pike
 - vi. König Strasse (King's Road)

12. **Conestoga Wagon 1 jpg**

- a. Conestoga wagons
 - i. Lancaster County PA circa 1717
 - ii. Heavy, curved
 - iii. 4 to 6 draft horses
 - iv. Lazy seat
 - v. Used in southern and mid west migrations
 - vi. Not used much on far west migration
- b. Stage coach
- c. "Down" the road and "up" the road

13. **Conclusion: Wagon Roads**

- a. 4 main roads into South Carolina
- b. Natural, logical development
 - i. Developed slowly by sections, north to south, east to west
- c. Many names for roads and sections thereof
- d. 3 roads forked near Fredericksburg VA
 - i. King's Highway
 - ii. Fall Line Road
 - iii. Upper Road (actually at Petersburg)
- e. Auxiliary roads from Alexandria, Richmond, etc. to Philadelphia Wagon Road
- f. Your ancestors might have taken one of them