

Early America Migration Routes

How the Holemans/Holmans Got Around

In Virginia, to North Carolina, then to Tennessee

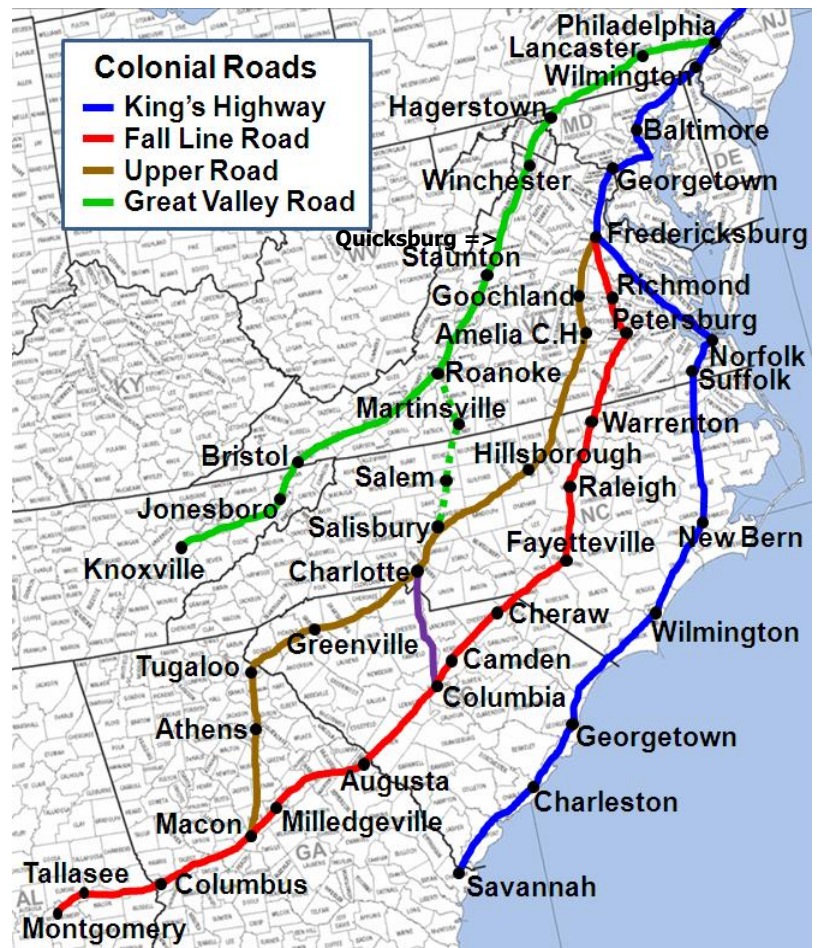
Upper Road

From FamilySearch Wiki

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The **Upper Road** or "**Piedmont Road**" splits off from the [King's Highway](#) at Fredericksburg, Virginia. It was roughly parallel to, but farther inland than the coastal [King's Highway](#) and more inland [Fall Line Road](#) until it rejoined that later road at Macon, Georgia. The Upper Road was especially popular among the **Scots-Irish (or Ulster Irish)** colonists who settled the backcountry mountains. In Virginia there is no modern equivalent road because reservoirs now cover the old trail. **Interstate 85 is roughly the same as the Upper Road in the Carolinas.**^[1] The length of the Upper Road from Fredericksburg, Virginia to Macon, Georgia was approximately 585 miles (940 km). **Fredericksburg to Salisbury was approximately 310 miles.**



As roads developed in America settlers were attracted to nearby communities because the roads provided access to markets. They could sell their products at distant markets, and buy products made far away. If an ancestor settled near a road, you may be able to trace back to a place of origin on a connecting highway.

Historical Background

By the 1740s another road beside the Fall Line Road into the interior of Virginia and the Carolinas was needed. By 1748 the original trails were improved enough to be considered wagon roads. This set of trails came to be called the **Upper Road** or Piedmont Road and provided major access to interior farm lands. During the Revolutionary War these roads were important to both sides moving troops in the campaigns of the southern states.^[2]

Both the **Upper Road**, and the [Fall Line Road](#) ended at Macon, Georgia. In 1806 the federal government signed a treaty with the Creek Indians authorizing a "horse path" (mail route) through Indian land from Macon to New Orleans, Louisiana. The Creek Indians were postmasters along this extension to the west.^[2]

Route

Important Towns on the Upper Road *(northeast to southwest)*

- **Fredericksburg, VA**
- Amelia Court House, VA
- Hillsboro, NC
- **Salisbury, NC (Isaac Holeman)**
- Charlotte, NC
- Spartanburg, SC
- Greenville, SC
- Tugaloo, GA
- Athens, GA
- Macon, GA

Upper Road Counties^[1]

- **Virginia:** [Fredericksburg](#), [Spotsylvania](#), [Louisa](#), [Goochland](#), [Powhatan](#), [Amelia](#), [Nottoway](#), [Lunenburg](#), and [Mecklenburg](#).
- **North Carolina:** [Granville](#), [Orange](#), [Alamance](#), [Randolph](#), [Davidson](#), [Rowan](#), [Cabarrus](#), [Mecklenburg](#), [Gaston](#).
- **South Carolina:** [York](#), [Cherokee](#), [Spartanburg](#), [Greenville](#), [Pickens](#), [Oconee](#).
- **Georgia:** [Stephens](#), [Franklin](#), [Madison](#), [Clarke](#), [Oconee](#), [Morgan](#), [Putnam](#), [Jones](#), [Bibb](#).

Overlapping routes. From about the Virginia-North Carolina border to Charlotte, the **Upper Road** and the [Occaneechi Path](#) followed the same route. From Salisbury to Charlotte, North Carolina the southern fork of the [Great Valley Road](#) was also the same as the Upper Road. And from Charlotte, North Carolina to Tugaloo, Georgia, the Upper Road followed the [Lower Cherokee Traders' Path](#). For a map showing these overlapping trails see [South Carolina Emigration and Immigration](#).

Connecting routes.

At the north end of the Upper Road three main roads converge at [Fredericksburg, Virginia](#):

- [King's Highway](#) which connects Boston, Massachusetts to [Savannah, Georgia](#)
- [Fall Line Road](#) connecting [Fredericksburg, Virginia](#) to [Montgomery, Alabama](#)
- **Upper_Road** connecting [Fredericksburg, Virginia](#) to [Macon, Georgia](#)

Trails that meet the Upper Road near Tugaloo, Georgia area include:

- Savannah River
- [Lower Cherokee Traders' Path](#) a pre-historic trail connecting the [Lower Cherokee Villages](#) to the Catawba Indians ([Charlotte, North Carolina](#))
- [Old Cherokee Path](#) a pre-historic trail from the [Lower Cherokee Villages](#) to [Washington County, Virginia](#) on the [Great Valley Road](#) (also known as the [Great Indian Warpath](#))
- [Coosa-Tugaloo Indian Warpath](#) was a pre-historic path that went toward [Birmingham, Alabama](#)
- [Tugaloo-Apalachee Bay Trail](#) was a pre-historic trail headed for the Florida panhandle and probably [Mission San Luis de Apalachee](#)
- [Augusta and Cherokee Trail](#) was a pre-historic trail from [Tugaloo](#) originally to [Savannah Town, South Carolina](#) and later [Augusta, Georgia](#)
- [Old South Carolina State Road 1747](#) a fork of this road apparently connected [Tugaloo](#), Georgia to [Fort Prince George](#), to [Columbia](#) and to [Charleston, South Carolina](#).
- [Fort Charlotte and Cherokee Old Path](#) after 1765 followed the northeast side of the Savannah River from the [Old Cherokee Path](#) in [Oconee County](#) down to old [Fort Charlotte](#) in northwest [McCormick County, South Carolina](#)
- **Upper_Road** about 1783 (overlapping the Lower Cherokee Traders' Path) connecting [Fredericksburg, Virginia](#) to [Macon, Georgia](#)
- [Unicoi Turnpike](#) opened to a few European traders 1690, but the wagon road was not opened to settlers until 1813 from near [Tugaloo](#) headed northwest to the [Overhill Cherokee villages](#) and [Knoxville](#) in [Tennessee](#)^{[3][4]}

At the south end of the Upper Road it connects with:

- [Fall Line Road](#) connecting [Fredericksburg, Virginia](#) to [Montgomery, Alabama](#)
- [Federal Horse Path](#) which extends from Macon, Georgia toward New Orleans, Louisiana.

Settlers and Records

*No lists of settlers who used the **Upper Road** are known to exist.* However, local and county histories along the road may reveal that many of the first pioneer settlers arrived from places to the northeast along the route.

Most settlers would have moved from the northeast to the southwest along the Upper Road. **People from Pennsylvania (especially around the major port city of Philadelphia), southern New Jersey, eastern Maryland, and northern Virginia would be the most likely starting places for early Upper Road travelers.** They would have settled in places like Amelia Court House in southern Virginia. Eventually travelers also reached Hillsborough, Salisbury, and Charlotte, in North Carolina, or Greenville in South Carolina. The Georgia portion of the Upper Road from the important Indian settlement of

Tugaloo to Athens, and Macon was opened to most white settlers after a series of treaties and Georgia land lotteries from 1790 to 1826.^[5]

Websites

- [The Upper Road](#) (RootsWeb). Map, description, fact sheet.
- [The Old Upper Road](#), The Historical Marker Database.

Sources

1. ↑ ^{1.0} ^{1.1} Beverly Whitaker, "The Upper Road" (1995) in *Genealogy Tutor* at <http://freepages.genealogy.rootsweb.ancestry.com/~gentutor/upper.pdf> (accessed 24 January 2011).
2. ↑ ^{2.0} ^{2.1} William Dollarhide, *Map Guide to American Migration Routes 1735-1815* (Bountiful, Utah: Heritage Quest, 1997), 6, 7, 33, and 36. ([FHL Book 973 E3d](#)). [WorldCat entry](#).
3. ↑ Lowell Kirk, "The Unicoi Turnpike" at <http://www.telliquah.com/unicoi.htm> (accessed 3 May 2011).
4. ↑ William E. Myer, *Indian Trails of the Southeast*. (Nashville, Tenn.: Blue and Gray Press, 1971). ([FHL Book 970.1 M992i](#)) [WorldCat entry](#).
5. ↑ Dollarhide, 33-36.

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Great Valley Road

From FamilySearch Wiki

[United States](#) ➡ [Migration](#) ➡ [Trails and Roads](#) ➡ **Great Valley Road**



The **Great Valley Road** went from Philadelphia, Pennsylvania to Roanoke, Virginia. There it split with one fork going to Knoxville, Tennessee, and the other to Augusta, Georgia.

The **Great Valley Road**, also called in various parts the "Great Wagon Road," "Great Warriors' Path," "Valley Pike," "Carolina Road," or "Trading Path," was the most important Colonial American route for settlers of the mountainous backcountry of the southern British colonies. It went from Philadelphia, Pennsylvania over to the Shenandoah Valley of Virginia forking into the Tennessee Valley and Knoxville. The other fork went more south into the Piedmont Region of North Carolina, and then to its terminus on the Savannah River at Augusta, Georgia. From Philadelphia to Augusta was 735 miles (1183 km). Several other important early pathways merged with, or split off from the Great Valley Road.^[1]

Historical Background

The American Indians developed a network of eastern trade and warrior trails stretching from the Great Lakes to the Gulf Coast. One of these trails, the Great Warrior Path from New York to the Carolinas, also served as the western boundary of British settlement until 1744. In that year a new treaty gave control of the east side of the trail to European colonists in Virginia. This opened the way for the trail to evolve into one of the most important roads for settlers in Colonial America.^[2] By 1765 the road was cleared for use by horse drawn wagons.^[3]

After 1744, the Great Valley Road was most heavily used by Ulster-Irish immigrants called Scots-Irish in America to spread through most of Appalachia bringing their Presbyterian religion.^[3] Pennsylvania Germans also used the trail to spread into the Shenandoah Valley of Virginia. The Moravians of Pennsylvania followed the road to settle the Wachovia region of North Carolina starting in 1753. The first settlements of Virginians in Tennessee were associated with the end of the trail in that region in the 1760s.

In 1746 the Pioneer Road first crossed the Blue Ridge Mountains from Alexandria to Winchester, Virginia, where it fed into the Great Valley Road.^[4] The Wilderness Road opened in 1775 into central Kentucky, and branched off the Great Valley Road in southwest Virginia at Bristol (Sapling Grove).^[5] Starting in the late 1770s explorers and pioneers at Staunton, Virginia started using the Kanawha Trail which followed the New River/Kanawha River into West Virginia.^[6] From the terminus of the Great Valley Road at Knoxville, Avery's Trace to Nashville opened in 1788, and the Georgia Road to Athens opened in 1805.

Route

(Northeast to Southwest)^[7]

- Philadelphia, Philadelphia, Pennsylvania (often called the Philadelphia Wagon Road through Pennsylvania)
- Lancaster, Lancaster, Pennsylvania
- Gettysburg, Adams, Pennsylvania
- Hagerstown, Washington, Maryland (crosses Cumberland Road)
- Winchester, Frederick, Virginia (Pioneer Road from Alexandria joined here)
- Quicksburg, Augusta, Virginia (Daniel Holeman and Holeman's Creek)
- Staunton, Augusta, Virginia (start of Kanawha Trail to West Virginia)
- Roanoke, Roanoke, Virginia (trail forks toward Knoxville and Augusta)

Western fork

- Bristol, Washinton, Virginia (start of Wilderness Road to Boonesborough)
- Jonesboro, Washington, Tennessee
- Knoxville, Knox, Tennessee (connects with Avery's Trace to Nashville, and the Georgia Road to Athens)

Southern fork

- Martinsville, Henry, Virginia (on south fork of the Great Valley Road)
- Salem, Forsyth, North Carolina
- Salisbury, Rowan, North Carolina (Isaac Holeman)

- Charlotte, Mecklenburg, North Carolina
- Camden, Kershaw, South Carolina (where it merged with the [Fall Line Road](#))
- Augusta, Richmond, Georgia

Settlers and Records

For partial list of settlers who used the Great Valley Road, see:

in North Carolina

- Moravian Church Genealogy Links at <http://www.enter.net/~smschlack/> (accessed 1 August 2010).
- Wachovia Settlement (1752), NC at <http://www.fmoran.com/morav.html> (accessed 1 August 2010).
- Early Settlers in the Wachovia Community at <http://www.fmoran.com/settlers1.html> (accessed 1 August 2010).
- Levin T. Reichel, *Moravians in North Carolina: an authentic history* (1857 reprint; Baltimore: Genealogical Publishing for Clearfield, 2002) [FHL 6015050]. Indexed in Elvert Ivey Memorial Library, *Index to Moravians in North Carolina, an authentic history* (Hickory, N. Car.: Elbert Ivey Memorial Library, [199?]) [FHL 975.6 F2mr index].

in Tennessee

- East Tennessee Historical Society, *First families of Tennessee : a register of early settlers and their present-day descendants* (Knoxville, Tenn.: East Tennessee Historical Society, c2000) [FHL 976.8 H2ff].



[Wikipedia](#) has more about this subject: [Great Wagon Road](#)

Internet Sites

- Brenda E. McPherson Compton, "The Scots-Irish From Ulster and The Great Philadelphia Wagon Road" in *ElectricScotland.com* at http://www.electricscotland.com/history/america/wagon_road.htm (accessed 31 July 2010).
- "The Old Wagon Road" at <http://www.delmars.com/family/wagonrd.htm> (accessed 31 July 2010).
- Joe A. Morley, ed., *The Way We Lived in North Carolina* chapter excerpts "The Great Wagon Road" at <http://www.waywelivednc.com/before-1770/wagon-road.htm> (accessed 1 August 2010).

Sources

1. ↑ William Dollarhide, *Map Guide to American Migration Routes 1735-1815* (Bountiful, Utah: Heritage Quest, 1997)[FHL 973 E3d], 7 and 13.
2. ↑ Dollarhide, 5.
3. ↑ ^{3.0} ^{3.1} Brenda E. McPherson Compton, "The Scots-Irish From Ulster and The Great Philadelphia Wagon Road" in *ElectricScotland.com* at http://www.electricscotland.com/history/america/wagon_road.htm (accessed 31 July 2010).
4. ↑ Dollarhide, 6
5. ↑ Dollarhide, 12-13.

6. [↑](#) Wikipedia contributors, "Kanawha River" in *Wikipedia, The Free Encyclopedia* at http://en.wikipedia.org/wiki/Kanawha_River (accessed 1 August 2010).
7. [↑](#) Dollarhide, 7, 12, and 13.

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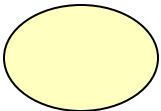
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Jonesborough Road

After 1769 had a junction with the Secondary Coast Road near New Bern, [Craven, North Carolina](#). The Jonesboro Road connected New Bern, North Carolina through Rowan County, North Carolina to Jonesborough and Knoxville, Tennessee on the [Great Valley Road](#).

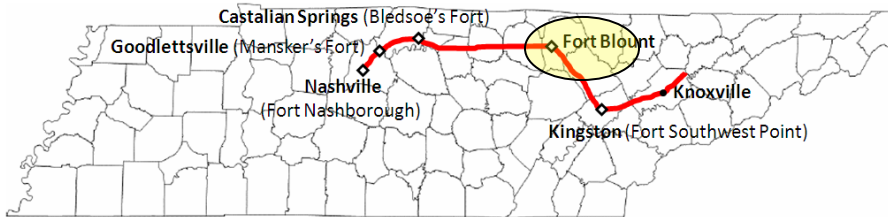


Holeman/Holman family areas of interest

Avery's Trace

From FamilySearch Wiki

Avery's Trace, also called the Nashville Road, North Carolina Military Trace, North Carolina Road, or Cumberland Trace, was authorized in 1787 and opened in 1788 to connect Knoxville to Nashville, Tennessee by a 300 mile (480 km) trail.^{[1][2][3]}



Avery's Trace connected East and Middle Tennessee to promote settlement. It was guarded by five forts.

Historical Background

In 1787 the North Carolina legislature considered Tennessee part of its territory. They authorized and funded the blazing of a settlers' trail by Peter Avery and 300 soldiers who would also protect pioneer companies from [Cherokee Indians](#) angry about a road crossing their land without permission.^[1] The soldiers helped blaze the trail and were paid in bounty land for their service. The first year 25 families headed west on the trace.^[2] The trail connected East Tennessee (Knoxville) through **Overton and Jackson counties** over to Middle Tennessee (French Lick, or Nashville).

The [Cherokee Indians](#) disputed the right of whites to use their old paths and 102 pioneers were killed in 1792 alone. To minimize the danger from Indians, pioneer families would gather at Clinch River where there was a blockhouse, and wait for a company of 50 soldiers to escort them along the trace. A peace treaty finally made the trace safe from Indian raids in 1799.^[4]

The trail was a difficult one. In one place a log had to be dragged to slow a wagon going down a steep hill. Few trees were left at the top of the hill. In other places rock slabs were hard on the feet of livestock. Pioneers sometimes had to cross swollen or frozen rivers, pull animals from deep mud holes, and endure choking powdery dust along the way. At first it was only a footpath, but **by about 1795 wagons could use the road.** The reward for following the trace was bountiful hunting grounds, rich farm land, and good salt licks.^[2]

Route

- South end of Clinch Mountain (near Blaine, Grainger, Tennessee)
- Knoxville, Knox, Tennessee
- Fort Southwest Point, Kingston, Roane, Tennessee
- Thru **Overton county**
- **Fort Blount**, Jackson, Tennessee at a ford to the north side of the Cumberland River
- Bledsoe's Fort, Castalian Springs, Sumner, Tennessee

- Mansker's Fort, Goodlettsville, Davidson, Tennessee
- Fort Nashborough, Nashville, Davidson, Tennessee crossing to the south side of the Cumberland River

Settlers and Records

For partial list of settlers who used the Avery's Trace, see:

- Doug Drake, Jack Masters, and Bill Puryear, *Founding of the Cumberland, The First Atlas 1779-1804, Showing Who Came, How They Came, and Where They Put Down Roots* (Gallatin, Tenn. : Warrioto Press, ©2009) [FHL 976.8 E7d]. Includes gorgeous art, and extensive pioneer family land grant data. Also see their Internet site below.



Wikipedia has more about this subject: [Avery's Trace](#)

Internet Sites

- Doug Drake, Jack Masters, and Bill Puryear, *Cumberland Pioneer Settlers 1779-1804*. Selected outstanding photos, art work, and extracts from their book cited above.
- [Avery Trace](#) in *Dale Hollow Lake, "The Family Vacation Fun Place"* details of the route and famous people who used it.
- [Fort Southwest Point 1797-1811](#) what you'll see there, history, photos, events, and links.
- [Fort Blount](#) in *Tennessee Encyclopedia of History and Culture* description, purpose, and history.
- [Bledsoe's Station](#) Wikipedia article gives geography, history, park, and photos.
- [Fort Nashborough](#) Wikipedia article describes the exploration, early settlers, construction, politics, and Indian wars.

Sources

1. ↑ ^{1.0} ^{1.1} William Dollarhide, *Map Guide to American Migration Routes 1735-1815* (Bountiful, Utah: Heritage Quest, 1997) [FHL 973 E3d], 22.
2. ↑ ^{2.0} ^{2.1} ^{2.2} Wikipedia contributors, "Avery's Trace," in *Wikipedia, The Free Encyclopedia* at http://en.wikipedia.org/wiki/Avery%27s_Trace (accessed 27 July 2010).
3. ↑ "Avery Trace" in *Cumberland Pioneer Settlers 1779-1804* at <http://www.cumberlandpioneers.com/averytrace.html> (accessed 5 August 2010). Detailed explanation of why Avery's Trace is **not** what the road from Knoxville to Nashville was likely called.
4. ↑ "Avery Trace" in *Dale Hollow Lake, "The Family Vacation Fun Place"* at http://www.dalehollow-lake.net/html/avery_trace.html (accessed 5 August 2010).

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