

ROADS * TRAILS- (My search- HPH- Add to Book if not already included)

"STATE ROAD" - This was simply an improvement of the old Buffalo Trace from Limestone (Maysville) through Paris, and afterwards extended to Lexington. It was not completed so as to be servicable for stage and mail travel until 1830. It traversed what is now the main street of Paris. This was probably the oldest road assuming the pretensions of a turnpike in Kentucky. (Perrin, Bourbon Called Old Maysville Rd. - see Kilpatrick- p 616 (etc, p 86) (and other old roads)

The road laid out in 1796 from Lexington to Cynthiana, passing through Centerville, Bourbon Co., later became the stage and mail route between these places. (Do not find date?) (Perrin, Bourbon, etc- p 144)

For Old Roads in Scott County- see Gaines-Hist.Scott C - I;103

- The "New Lexington Stage Road"- (probably Barren Co.) Cyrus Edwards- I44,5 (see below ###)

(from 1800-1825- one most important arteries of traffic for immigration into what is now central Ky. Wilderness Road, (or, originally called Boone's Trace) concise description- (also see Kilpatrick- p616- above) Dorris- pamp- "Madison Co."- p 12

See "Hist. Clark Co." p5 **** see below *****

- Iron Works Road- (Bath to Lex. & Franklin Cos.) (Furnace) Kilpatrick- p 379 See p 2 next page-Roads-**

- Warrior's Path- Verhoeff- "Ky. Mts."- p 67 F.C.Pub- #26 Big Sandy Trail- p 67

- Kentucky River Trail- p 71

**** (See below) - Wilderness Road (Boone's Trail, or Trace) 79 - 88 - I2I

***** - The Wilderness Road- Speed- F.C.Pub- # 2

- (Contains "Journal of William Calk"- p 34- contains many sources of names-p 68 on "Dreaming Cr", "Cumberland,"

(###) New Lexington, Rd. (Barren Co.)through Scottsville, Glasgow to Monroe- was a stage road from 1816 to 1858- and connected with the Blue Springs Grove postoffice, the second postoffice in the county. (Cyrus Edwards- I44 (now traced in part by a section of U.S.31E-

- Kentucky River Road-Trail- This was the path taken by the McAfee brothers in 1773, the course lying from Harrodsburg, through Richmond, and Irvine, Beattyville and up the North Fork of the Ky. R- to Perry Co. There was also the spur called the Louisa Fork Trail of this road. A pioneer road-Verhoeff Ky.Mts. 71

- Warrior's Path- the most important of all the pioneer roads- Indian path 1674- map of 1775- the first part of the Wilderness Road- with ~~branches~~ (Vergoeff- 67

All the early p frontier roads had spurs and braches, as the same as with modern highways.

- Big Sandy Trail- The second most important pioneer road in Ky. Dist. through the Kanawha Gorge and along the Big Sandy ~~Yalley~~ River and up Tug Fork through Warfield, Martin Co. to Trace Fork. Ven- 67

Also the Louisa Fork Trail of this road- a spur ✓ ~~Verhoeff~~ 67 671

✓ Woodsonville Road - (Barren) an early road used chiefly for tobacco hauling from Ray's Cross Road through Woodsonville and intersecting the New Lexington Stage Road and going on to Randolph- used mostly in period 1840- 1850. Verhoeff Ky.Mt- 67- ot 71)

** Iron Works Road- The road so called connected the famous Bourbon Furnace (or, Slate Creek Iron Works) with the Blue Grass section, starting from Owingsville Bath Co., and extending through Mt. Sterling, Paris, Winchester, Lexington and to Frankfort. It was used to cart the product to the population centres. Opened in 1792. (on Slate Creek, then Bath Co.,) (Operated by Colonel Thomas Doye, Owings and company.) During the War of 1812, this furnace, the first west of the Alleghenies, made many cannon balls for the government.

(John Cockey Owings)

Skegg's Trace- (also from Skegg's Creek)- see Verhoeff "Ky.Mts"- p 68
fill in p 6- "Roads"

Bird C. Greer - 2/11/41
D. Mitchell (Typist)

WARRIORS PATH

The most important primeaval highway in Kentucky was the Warriors Path which coursed ... through the mountainous Eastern part of what is now our Commonwealth. By the Indians it was called Athiamio wee. The name comes from the Miami dialect of the Algonquian stock and signifies "Path of the Armed Ones" or the "Armed Path," and hence the Warriors Path of the pioneers.

This famous trail is first shown on Lewis Evans Map of the Middle British Colonies in America, in 1775, extending from the lower Shawan^e Town at the mouth of the Scioto River southwestwardly across the Ohio. Following the ridge generally, though occasionally breaking down into the valleys, between Kinnickinnick Creek on the west and Tygart's Creek on the east, it bore on toward the edge of "the great meadow."

Approaching the waters of Tygart's Creek in the vicinity of Morehead it came down to lower levels, and crossed the Licking River in the vicinity of Farmers and Salt Lick. Then it followed southwestwardly, to the ancient Indian town on Slate Creek, and by the way of levee to the old Shawnee village of Eskippakithiki near the present day Indian Old Fields. Proceeding thence to the Smith it passed over Red River at the mouth of Lubbegrad Creek and crossed the North Fork of the Kentucky River at the mouth of Cow Creek a little above Irvine.

Once South of the river, it went up Station Camp Creek, passed along the ridges southeastwardly from Grayhawk and descended the drainage of the upper waters of Goose Creek of the South Fork of the Kentucky River to the vicinity of Manchester. At the head of Buzzard Creek it took a low pass to the waters of the North Fork of the Cumberland River in the neighborhood of Flat Lick a few miles above Barbourville. Proceeding southeastwardly it ascended the main waters of the Cumberland River, crossed at the "old ford" just below Pineville (and, (p.38) passing through the Pineville Gap of the Pine Mountain, followed a meandering southerly course up the valley of the Big Yellow Fork and through

the Cumberland Gap of the Laurel (Cumberland) Mountain to the southeast into the Cherokee Country.

The Warriors Path was the most direct line of communication between the Shawnee towns and the Scioto and the Cherokee Towns on the head of the Cherokee (Tennessee) River. The first references in Kentucky literature to its existence are those found in the recital by Gabriel Arthur of his experiences while a captive among the Cherokee and Shawnee Indians in the Ohio and Tennessee valleys in 1674. This important trail was later shown by Thomas Pownall on his 1776 edition of Evans' Gap. Subsequently, in 1778, Thomas Hutchins exhibited it on his New map of the Western Parts of Virginia, Pennsylvania, Maryland and North Carolina, etc.

Public Library
Pioneer, Ky. by W. R. Jillson, 1934
pp. 37-38-
Words - 470

Bird C. Greer - 2/4/41
D. Mitchell (Typ.)

MID - KENTUCKY TRAIL

One of the most important Indian trails found by the early pioneers, as they began to explore the territory now comprising this Commonwealth, connected the Cherokee on the southeastern Tennessee

Twightees on the ... Boone originally laid out the "Wilderness Trail";

BOONE'S TRAIL

It was in 1911 that the work of marking Boone's Trail was first started at the suggestion of Mrs. Lindsay. Patterson of N. C. The marking of this trail was undertaken by the Daughters of the American Revolution.

Commemorating the completion a marker was erected at Cumberland Gap, at the junction of Tennessee, Va., and Ky. The trail starts on the Yadkin River in N. C. and runs to Boonesboro, Ky., and has a series of markers through five Ky. counties. The first in Franklin Co. at Indian Rock,

where Boone in some of his crude literature described how this rock was used against attacking Indians and as a signal tower. The second is found on the Cumberland River at Pineville. Another in Laurel County near an old pioneer burying ground, known as the "place of Defeated Camps," The site of an old Fort. Others are in Rockcastle and Madison counties.

N. Y. Times
8/1/15
110 words

Bird C. Greer - 2/10/41
D. Mitchell - (Typ.)

THE RUSSELLVILLE - SHAWNEE TRAIL
(Trail No. 41)

. An ancient Indian trail ran south from Shawneetown, Ill., connecting at Russellville, Logan County, Ky., with paths coming from near the present Nashville and Clarksville, and from other parts of the mid-Cumberland valley.

It ran northwest from Russellville, through Nortonville and Earlington, in Hopkins County, passed a prehistoric Indian village two or three miles west of Madisonville, and continued on to Dixon, in Webster County, where it forked. Thence one prong led to Highland Lick, an important lick about six miles to the westward, and from it through Henshaw to the crossing of the Ohio River at Shawneetown, joining there the great trail to the salt licks on Saline River, about 10 miles west. From this group of licks the trail led across southern Indiana and Illinois to a great Indian City whose vast ruins survive as the celebrated Cahokia group in the suburbs of East St. Louis, the largest and most important prehistoric settlement in the United States.

The other prong of the Russellville and Shawneetown trail (No. 41A) led from Dixon via Morganfield to the Ohio River, crossing at Uniontown, and from there to the Indian settlements scattered up and down the Wabash River.

.....

Bureau of American Ethnology - Bulletin No. 36, part 2, - Handbook
American Indians - p. 530.

Shawnee (from Shawun, south: shawnoig, southerners? - W. J.) Formerly
a leading tribe of South Carolina, Tennessee, Pennsylvania and Ohio.

(Alg.) Shawnee is divided from the Tenape language.

Pub. Life -
Forty-second Annual Report of the
Bureau of Ethnology, 1924-1925
U.S. Gov. Printing Office, Wash., 1928
pp. 804-805 - words - 245

Bird C. Greer - 2/5/41
D. Mitchell (Typ.)

DRY RIDGE TRACE

The early settlers of central Kentucky found little use for either the Buffalo Path west of the Kentucky River, or for the Licking Route, which had been used so much by the Indian... Each of the older, well-worked, and widely known paths were too devious and out of the way to permit rapid movement. As a result a middle route was early chosen which followed nearly a due northward course from the settlement at and about Lexington to the Ohio at the mouth of the Licking River.

For long distances this pioneer trace followed the great drainage divide - Dry Ridge.

(Per comment: from which it evidently received its name) between the waters of Licking on the East and the springs falling into Elkhorn and Eagle Creeks, tributaries of the Kentucky River on the West. Much of this route particularly in what is now Kenton and Grant counties, was part of the Old Buffalo Trail from Big Bone Lick to the Lower Blue Licks. Buffalo paths made up other considerable portions of this route as in some parts of Scott County - It is reasonably certain that a well defined Indian hunting trail connected the more sharply marked animal courses, for the aboriginal savage liked best to travel the high unobstructed ridges, particularly if in so doing he could find the game he sought following their natural runways. This we may be sure was the case along the great Dry Ridge Divide.

After the founding of Lexington in 1779, this route assumed an importance second to none of the north - south paths broken by the pioneer. John Bowman took his woodsmen over it in 1779 and 1780 on his way to punish the Shawnees and their allies in the Miami country. John Filson traversed it when he went north with Robert Patterson and Mathias Denman in 1788 to lay out the site of his hosantville, (?) opposite the mouth of the Licking, a village which Arthur St. Clair, a few years later in a burst of revolutionary

Dry Ridge Trace (continued)

- 2 -

patriotism, was to rename Cincinnati. It was down this old Dry Ridge Route, past Littell's Station and McClelland's Station that Federal soldiers helped open a wagon road finally between Fort Washington - previously Fort Harmer on the town site of the present day Cincinnati - to Lexington and thence by the old Wilderness Road through Boonesborough, Flat Lick, and Cumberland Gap into the upper Tennessee Valley. Today this was thoroughly modernized - is the Eastern Dixie U. S. 25, from Covington to Middlesborough. The greater portion of the Dry Ridge Route was, some two generations or so ago, appropriated by the Queen and Crescent Division of the Southern Railway, a lasting testimonial to the sage city of the unknown pioneers who first blazed this route from the heart of the Bluegrass region to the all-important juncture of the Ohio and the Licking Rivers, where three great cities, Cincinnati, Covington and Newport were in later years to stand.

Public Library
Pioneer, Ky. by W. R. Jillson, 1934
pp. 48-49-50 - 445 words

Bird C. Greer - 1/27/41
D. Mitchell (Typ.)

KENTUCKY - VIRGINIA HIGHWAY ✓
(Better known as the Ky. - Va. Highway)

"This road was placed on the primary system of State Highways by an act of Legislature of 1920, etc."

.....

"The Ky. Va. Highway from Lexington through Winchester, Clay City, Stanton, Campton and Jackson to Hazard, Whitesburg, Jenkins and Pound Gap will be formally opened Saturday, etc."

The new road will bring Lexington and Pound Gap, approximately 150 miles closer together for autoists, etc.

Mr. McCormick states "This scenery is unsurpassed anywhere in the world"..... The intimate beauty of timberland hills and rushing streams along Kentucky's mountain roads has a charm, for experienced travelers, that is not always felt amid scenes of greater dimensioned grandeur."

Pub. Library
Lou. Times - 6/13/29- 8/19/29
H. H. McCormick, Assistant District Engineer
in Ky. Highways
155 words

THE JACKSON WAY

When General Andrew Jackson, for whom the Jackson Way was named, "returned from the battle of New Orleans to his native Tennessee, he asked the War Department to construct a road over the Indian Wars' trail and to project it to within reach of New Orleans."....

"A search of history of the Jackson Way shows that Andrew Jackson had a part in its actual beginnings in 1805, as the start of the highway, later to be known as the Jackson Way, took place in that year by means of a treaty between the United States and the American Indians."

The eleven hundred miles of this great highway leading from the Great Lakes to the Gulf of Mexico is filled with interest. ^

A tourist may leave Louisville, and traveling over the Jackson Way, may visit "My Old Kentucky Home," St. Joseph's Cathedral, The Trappist Monastery, the town of Hodgenville, the Lincoln Memorial and Farm and arrive at Mammoth Cave in the early evening. Then the trail goes on past Glen Lily, the house of General Simon Boliver Buckner "and in its southern reaches near Muscle Shoale intersects the great transcontinental route - the Lee Highway."

"The Jackson Way passes through territory over which Union and Confederate forces battled throughout the Civil War."

FORD'S FERRY TRAIL

The historic Ford's Ferry Trail from Hopkinsville through Princeton and Marion ~~and Marion~~ and on to the Ohio River, opposite Cave - in - Rock, Ills, played an important part in pioneer days. It was over the Old Ford's Ferry that many covered wagon caravans emigrants wended their way to the Ohio River, to begin the hazardous journey to a new country. *Named for James Ford.*

C.J. - Aug. 24, 1930

The Ky. end of Ford Trail lacks only two miles of improvement to bring it to Ford's Ferry. It's continuation to the north will be Highway 41. (origin of name.) "It originated with the Livingston Co. Court franchise to James Ford" in October, 1829. Whether he was a river pirate or a benefactor is still a debated question. But whether he was an outlaw or not, he did carve out of the Wilderness the Ford Trail, and established Cave-in-Rock Ferry for it's crossing and there maintained accommodations for a vast horde of Ky. immigration.

Lou. Times 5/22/33
words -200

Bird C. Greer - 2/4/41
D. Mitchell - (Typ.)

CUMBERLAND - OHIO FALLS TRAIL

An important trail during the pioneering period ran from the early settlements in the vicinity of the present day Nashville, Tennessee, northwardly over the head of the Red River in Southern Kentucky where Russellville, Logan County, is now situated. It crossed Green River near Morgantown in Butler County, passed through Shaw's Station (now Leitchfield) and Helm's Station (now Elizabethtown) on by Bullitt's Lick in Bullitt County, to Louisville. An optional course north of Elizabethtown led to the mouth of the Salt River, much the same as the old Louisville - Nashville turnpike and the present-day automobile highway south from Louisville through West Point. There is no reliable evidence that it was aboriginal, or that it was used by the Indian or the Buffalo. The shortest and most easily traversed route from the Cumberland Settlements near Nashville to the Ohio River Settlements at the Falls, it undoubtedly was blazed and developed by the pioneer as a corridor adequate to meet transportation requirements of the period. At a somewhat later time the trail was connected with the old Cumberland Trace by a cut-off, which passing southwardly from Helm's Haycroft's and Hynes's Station (now Elizabethtown along the waters of Severn's Valley Creek, crossed over the Barrens of southern Hardin, southwestern Larue, Hart and northern Barren counties. This trail crossed the Green River in the vicinity of present day Munfordville and circling just to the east and south of the Great Dripping Springs Escarpment made connection with the Cumberland Trace near the mouth of Drake's Creek.

A new spur began a few miles south of the present day site of Bowling Green. This later pioneer trail passed through the present townsites of Auburn, Russellville and Guthrie, into Tennessee where it joined the Cumberland Saline Trace enroute to the settlements where Nashville now is located. At this

point of juncture in northern Tennessee, these two important Kentucky trails conveying (?) passed by an old Indian route to the lower waters of the Great Valley of the Mississippi through the Chickasaw towns at old Pontotoc. This aboriginal settlement was situated in what is now the northeastern part of the State of Mississippi....This trail which had its northern extremities beyond the mouth of the Licking in Ohio, at the Falls of the Ohio River in Kentucky, and at the Salt Springs of the Saline Valley in Illinois was commonly known as the Natchez Trace. It led ultimately to New Orleans to which point Filson estimated the distance by the most direct trail from Pittsburgh to be 1,290 miles.

Public Library
Pioneer, Ky., by W. R. Jillson, 1934
p. 45 - 100 words

Nashville, Tennessee is 186 miles south of Louisville. It is situated on the Scenic Cumberland River, with the foothills of the Cumberland Mountain on the south of the city.

The American-
Pub. 1932 - Chicago - N.Y.
Vol. 19, p. 713

Bird C. Greer - 2/5/41
D. Mitchell (Typ.)

LIMESTONE TRACE - LATER - LIMESTONE PIKE

Tens of thousands of pioneer Kentuckians entered the Bluegrass region of Kentucky by means of the old Limestone Trace now the "improved Maysville - Lexington Pike over which many men, important in their time - Henry Clay, Andrew Jackson and numerous others - passed to and from the East. Surely Kentucky possesses no other road which binds more closely together her pioneer history with the moving events of the present day than this famous road between Maysville and Lexington, for many years known throughout the west as the Limestone Trace and later as the Limestone Pike."

This was originally the eastern part of the alanaut - o - wamiomee course. It led northeastwardly from the vicinity of Bryan's Station, near Lexington, through Martin's Station (now Paris), to the Lower Blue Licks, Mayslick and finally to the pioneer settlement Limestone, later renamed Maysville."

Public Library
Pioneer, Ky., by W. R. Jillson, 1934
p. 48 - 145 words

ALANANT - O - WAMIOWEE
(The Buffalo Path)

✓ The great Buffalo Path, Alanant - O - Wamiowee, was one of the very important aboriginal wads in central Kentucky, as it was indeed, one of the very oldest. Herds of wild animals coming and going from the lower waters of the Little and the Great Miami took a direct course after crossing the Ohio to Big Bone Lick in southwestern Boone County. One route, that from the Little Miami entered Kentucky where Covington now stands, at the mouth of the Licking, and proceeded in a direct southwestwardly course across Kenton and Boone counties, to Big Bone Lick. The pioneers called it the Big Bone - Little Miami Trail. Another route, that from the Great Miami, had two points of entry; one where Tanner's Station, now ~~petersburg~~, was later erected, and the second at the mouth of Big Bone Creek, not more than three or four miles from the famous prehistoric salt spring and lick. Judged by the vast quantity of mastodonbism, elk, deer, bear, wolf and other glacial and post-glacial remains found at the lick by its first white explorers, the French under De Longuile in 1729, this portion of Alanant-O-Wamiowee giving ingress to the Big Bone Lick must be one of the very oldest roads in North America.

From the salt springs about the old Lick, the aboriginal trail lead southwestwardly through Gallatin and Carroll counties to Drennon's Lick on the west side of the Kentucky River in what is now Henry County. Here it turned to the southeast following the course of the Kentucky River to the old Buffalo Crossing at Leestown, about a mile below Frankfort. Thence it again ascended the upland and proceeded to the east via Stamping Ground, Great Crossing, the Royal Spring (now Georgetown) to the present day site of Paris on the South Fork of Licking River. From there Alanant - O - Wamiowee followed a course marked by a number of springs and minor licks that occurred at intervals along the Paris - Maysville ² Fault (?), an ancient line of earth disturbance

in the Ordovician beds of limestone and shale.

One of the principal Saline Springs along this geographical fracture zone and Buffalo path was at Lower Blue Licks where later the Kentucky pioneers under Colonels Todd and Trigg were defeated in a very bloody battle. (This Indian massacre occurred in 1782.)

Continuing on to the northeast, this old dusty and rocky road passed through Mayslick, and Washington to the present day site of Maysville at the mouth of Limestone Creek on the Ohio River. Here a crossing was made into what is now the State of Ohio, after a grand circuit of over two hundred miles in Kentucky's Bluegrass region.

First the animals, then the Red men, and hundreds of years later the white men used this road which provided the shortest course from the Ohio River to Central Kentucky. It no longer bears the Indian name Alanant-O-Wamiowee but is designated only as U. S. Route 68.

Public Library
Pioneer, Ky. by W. R. Jillson, 1934
pp. 46-47-48
515 words -

"Athiamowel. The great prehistoric highway leading from the south through Cumberland Gap northwardly to the mouth of the Scioto - the Warrior's Path of the Pioneers. The name comes from the Miami dialect of the Algonquin Stock and signifies "The Paths of the armed ones" - "Armed Path," and hence the "Warrior's Path," This very important early route in Kentucky is shown on the respective maps by Evans, 1755, Hutchins 1778 and Filson 1784. It connected a number of very important springs and licks."

Pub. Lib.

Pioneer, Ky.

By - W. R. Jillson,

Published by The Stall Journal Co.

Frankfort, Ky., 1934

Page 111 - Words:85.

Bird C. Greer - 1/27/41
D. Mitchell - (Typ.)

MILITARY HIGHWAY BETWEEN CAMP KNOX AND FORT THOMAS ✓

"Representative Rouse of the Sixth Kentucky District announced tonight he would introduce tomorrow in the House a bill providing for the construction by the Federal Government of a military road from Fort Thomas, Ky., across the Ohio River from Cincinnati, to Camp Henry Knox, at West Point."

"The proposed road would run through and connect the county seats of six counties - Boone, Gallatin, Carroll, Trimble, Oldham and Jefferson."

"The Fort Thomas reservation is in Campbell County and Camp Knox in Hardin County."

"The road would be built and maintained by the War Department, under direction of the secretary, with funds necessary for the purpose."

Pub. Library -
Courier-Journal, Jan. 28, 1924
The Courier-Journal Washington Bureau -
Lou. Herald, Feb. 25, 1934
U.S. will spend \$47,000 on road thru Camp Knox.

110 words

175
850
940
1790
1225
5215
950 2750
5265

Bird C. Greer - 1/27/41
D. Mitchell - (Typ.)

✓
JANE TODD CRAWFORD TRAIL

This trail "runs from a farm nine miles southeast of Greensburg, through Green, Taylor, Marion and Boyle Counties to Danville. It is named the Jane Todd Crawford Trail to memorialize the ride Mrs. Crawford made, in mid-winter of 1809, to the home of Dr. Ephriam McDowell, for an operation that was the first of its kind ever attempted."

... "Mrs. Crawford made the hazardous journey on horseback to Dr. McDowell's Danville home, for the greater convenience it afforded, rested a few days and on Christmas day Dr. McDowell performed the life-saving operation, removal of a diseased growth from the abdomen..... In twenty-five days she returned to her Green County home on horseback Naming the road Jane Todd Crawford Trail is a memorial to her courage in undergoing an operation never before attempted."

(Franklin Co.) ✓

~~Words 100~~

Buffalo Trace - This "Trace" was made by vast herds of buffaloes in traveling to and from the blue grass fields of Scott, Woodford and other bluegrass country and Drennon Lick (Springs) in Henry County. This road crossed the river at Leestown, and it was so well marked and worn that it can be followed to this day; in that early day it bore evidence of having been traveled for hundreds of years by thousands of buffaloes in their search for salt. This description was given in the year 1773, by James, George and Robert McAfee, Samuel Adams, Hancock Taylor & Mathew Bracken when they came up the Kentucky river and crossed the river at Buffalo crossing, at Leestown

Ref. Library
Hist. Franklin Co. (Johnson)

THE WABASH TRAIL ✓

At Dixon, in Central Webster County, this forest path (The Pond River Trail) divided into two prongs: one, the Wabash Trail, which turned more directly to the north, crossed the Ohio River at a point close to Uniontown onto the lower waters of the Wabash River. The other path, the North Saline Trail, turned more to the northwest and passing Highland Lick crossed the Ohio River about a dozen miles below the mouth of the Wabash at the Old Wester Shawneetown and entered the Saline River Valley, enroute to the prehistoric salt springs in that region.

Public Library
Pioneer, Ky., by W. R. Jillson - 1934
p. 58 - 170 words

LINCOLN HIGHWAY ✓

Lincoln Highway - 194 miles long and extends through the counties of Jefferson, Bullitt, Spencer, Nelson, Larue, Hart, Barren and Allen counties in Kentucky. In Larue County it passes within $2\frac{1}{2}$ miles of the Lincoln Farm, where stands the classic memorial, to which come people from all over the United States Lincoln Highway Association; established around 1911. The road where the trail was established was built between 1835 and 1845.

Lou. Post - 5/11/15
50 words

Bird C. Greer - 2/10/41
D. Mitchell - (Typ.)

EARLY WESTERN KENTUCKY TRAILS

Chief among the prehistoric Indian trails found in the western part of Kentucky by the early pioneers were two leading northwesternwardly from the Cumberland River salt springs, which existed prior and during the settlement of Nashville, Tennessee.

The most eastern one of these trails, came north over the headwaters of the Red River by the Big Boiling Spring, marked today by Russellville, Kentucky. Dropping down from this upland point over the watershed of Pond River it passed the old Indian village a few miles west of present day Madisonville. This was the Pond River Trail, a thorough-going Indian Highway.
Ref. Pioneer Ky. (W. R. Gillson)

M. Ladd - 1/27/41
D. Mitchell

✓
PLACE NAMES

BOSWORTH TRAIL - Authorized by the State Highway Commission in 1924.

A picturesque and scenic highway running through counties of Madison, Jackson, Clay and Bell, stopping at Cumberland Gap. The road was named after Joe F. Bosworth, former senator and member of the Kentucky House of Representatives.

Lou. Herald - 11/24/24
Words - 40

THE MAYO TRAIL ✓ named after the death of John C.C. Mayo in the spring of 1914. It is the great and main highway up the Big Sandy, later it became Kentucky State Project No. 6 and referred to as U. S. Route No. 23 of Federal roads. Mayo was Eastern Kentucky's greatest financier - the man whose skill laid the cornerstone of every commercial enterprise from the Ohio River to the Cumberland.

Mason County

The OLD-WAGON ROAD - from Limestone to Lexington was frequently spoken of in 1784-5 as "Smith's wagon-road," because in the summer of 1783, or earlier, one Smith, of Lexington, was the first that traveled it in a wagon.

Collins Vol. II - page 555

✓

THE SERGEANT YORK TRAIL runs through a rich farming country by way of Springfield, Lebanon, Campbellsville, Columbia to Albany and the Tennessee Line, not far from the home of the War Hero for whom it is named. The Sergeant York Trail Association was formed by 5,000 Kentuckians in 1925.

PRESTON LESLIE HIGHWAY, named for the Clinton countian who became
Governor of Kentucky and Montana. This runs from Burnside on the Cumberland
River, through Monticello, Cartwright, where Gov. Leslie was born in a
floorless log cabin. The Leslie Highway winds its way through the Kentucky
foothills.

Ref. C.J. 4/5/26
75 words

The Kentucky Mountains

by

Mary Verhoeff

The Warrior's Path
(this copy was
found in Brethitt
Co. WPA
material)

Page 61

A "warpath" is given, extending south eastward across the region from the Red River, of the Kentucky basin, designated "Warrior's Branch", across the upper Kentucky River, "Cutawa River", and up one of its southern tributaries which is thought to be the present Station Camp Creek, on to the south.

(Ref.)

An Indian camping ground on the banks of Station Camp Creek, near the mouth of Red Lick Creek, in the early settlement of the State, gave names to the creek. (Collins, Vol. 11, p.167)... The upper Kentucky River was known as "Milley River". (Johnston, First Explorations, p. 63.)

Page 64

Filson's map of 1784 (in the Library of Congress) gives the "Warrior's Path" as extending from Red River across the Kentucky at the mouth of Cow Creek (near Irvine, Estill County) up Station Camp Creek, across the Cumberland Kentucky watershed to the Cumberland River at Buffalo Creek and Flat Lick, and thence up the river and it branches to Cumberland Gap.

The Durrett-Harvard copy of the (p. 65) Filson map also dated 1784, but thought to be later than that in the Library of Congress, gives the "Warrior's Path" with the northern extension via the Blue Licks, but adds a branch, which leaves the main line near the head of Station Camp Creek, runs due north, crosses the Kentucky above the main trail near the mouth of Miller's Creek, passes across the headwaters of the Red and the Licking rivers, crosses the Ohio, and reaches the "Old Shawanee Town" at the mouth of the

Scioto. (see map in Filson Club Publication No. 1 and P. Lee Phillips, The First Map of Kentucky, 1908.)

A map was published by the Federal Land Office in 1908 shows a trail as the "Warrior's Path," crossing the Kentucky River at a still higher point. This trail is identical with the other described from Cumberland Gap to Pineville, but from that point it extends down the headwaters of the South Fork of the Kentucky to the vicinity of Manchester, in Clay County, then leads northeast, crossing the Middle Fork of the Kentucky and the North Fork above the junction at Beattyville, over the divides between the Kentucky and Red rivers, past West Liberty to the Little Sandy River, which it follows, passing Sandy Hook, Elliott County, and Grayson, Carter County, on to the mouth of the Scioto. This is one of the few feasible north and south routes in the region, and probably was intersected by a number of trails in the Kentucky-Red River divide, where the passes are especially favorable according to Ky. Geological Survey, 1859 (Vol. 4, p.532): "At the head of Lower Devil Creek the dividing ridge is much depressed. It was through this gap that the original inhabitants passed on their journeys between the Red and Kentucky rivers. The old Indian trace through Spruce Gap is even now considered the best route between the two streams."

This pass was probably a branch of the "Warrior's Path" as given by Filson and not the main trail. Unfortunately no record was kept by the Land Office (page 66) of the authorities upon which the map was based.

Page 65

The intersection of the trail with the Kentucky River doubtless is increased its importance to the Indians. This is shown in Schoolcraft's description of Indian trips into (p.66) Kentucky: "They landed at secret points, as hunters and warriors, and had no permanent residence within its

boundaries. . . . at an early day the head of the Kentucky River became a favorite and important point of embarkation for Indians moving in predatory or hunting bands, from the South to the North and West. The Shawnees, after their great defeat by the Cherokees, took that route, and this people always considered themselves to have claims to these attractive hunting-grounds."

Warrior's Path and Branches much used by Early Explorers and Hunters.

The "Warrior's Path," with its western branches, became the most frequented of all routes in Kentucky by white travelers, hunters, and explorers, because of its advantageous situation in regard to settlements on the east (P. 67) and because it afforded greater ease of travel than on the more northern and rougher routes. Walker, in 1750, entering through Cumberland Gap, followed the main trail as far as the crossing of the river near Pineville. Findlay, alone in 1767, and again with Boone in 1769, traveled the same way as far as Red River. . . .

Named Roads, Paths,
Trails, Traces, and
Highways

- I -

ALAMANT - O - WAMIOWEE TRAIL (The Great Buffalo Trace) One of the most important, as well as one of the oldest, paths leading into central Kentucky, probably from the Ohio River, and passing through present Boone, Gallatin, Kenton, Carroll, and down through Bourbon, Scott, Henry and Franklin Counties. Opened probably by wild buffalos, then established by Indians, as early as 1773 this road bore evidence of long use, the name of "Great Buffalo Trace" being adopted from its earliest use. This trail is approached in some places by present Federal Highway 42, State 35, and State 27. It is an Indian name.

BEREA - Mt. VERNON ROAD - Through Madison and Rockcastle Counties, through the Cumberlands to the Great Smoky Mountains in Tennessee, named after the two towns at its northern approach. Now Federal, 25.

BOSWORTH TRAIL - A scenic highway running through Madison, Jackson, Clay and Bell Counties, stopping at Cumberland Gap, defined in part by Federal, 25, and State, 11. Named after Joe F. Bosworth, one-time member Kentucky Legislature.

BOONE'S TRAIL (or, Trace) was the first attempt at road-building to expedite travel into what is now Central Kentucky by way of Cumberland Gap and the South. It originally came from Tennessee and ran to Boonesborough, being marked by Daniel Boone, in 1775. Soon came to be known as The Wilderness Road, when extended westward. (See , Wilderness Road.) There are markers in five counties indicating the original course of this trail.

JANE TODD CRAWFORD TRAIL - This road was named to memorialize the ride taken by Mrs. Crawford in the winter of 1809, to the home of Doctor Ephrium McDowell, for a serious operation. It ran from a farm nine miles from Greensburg, Green County, through parts of Taylor, Marion and Boyle Counties to Danville.

CUMBERLAND - FALLS OF OHIO TRAIL - A pioneer road built to connect the early settlements about Nashville with the North through Russellville to Louisville.

Named Roads, Paths, Trails,
etc.

- 2 -

COLEMAN duPONT HIGHWAY - This is a road named after Senator T. Coleman duPont, and is a highway running from Corbin to Cumberland Falls, forming a link in the National Park-to-Park Highway. Mr. duPont presented the falls area to the State as a public park.

Wf
JEFFERSON DAVIS HIGHWAY - Named for the president of the Confederacy, connects

DRY RIDGE TRACE - A pioneer road used about 1779, following a course from Lexington to the mouth of the Licking River (Covington-Newport), being a part of the old Buffalo Trace from Lower Blue Licks to Big Bone Lick, and called "the Middle Route", taking its name from "Dry Ridge", Now the route of U.S. 25.

IRON WORKS ROAD - An early road connecting the ^{Bourbon} iron furnaces of Bath County with Lexington, and continued on to Frankfort. Constructed in 1792. This famous furnace was the first west of the Alleghenies; operated by John C. Owings.

THE JACKSON WAY - A road of about 1,100 miles leading from The Great Lakes to the Gulf of Mexico, passing through Louisville and south through Bardetown, Hodgenville and Glasgow to and beyond Nashville. It is supposed that Andrew Jackson had a part in starting this road at its beginning in 1805, its construction being possible by a treaty between the Government and the Indians. Now traced by U.S. 68 - 3IE.

KENTUCKY - VIRGINIA HIGHWAY - Opened in 1929, this highway starts at Winchester, and runs south-east through Stanton, Jackson, Hazard, Jenkins and touches the Virginia line at Pound Gap, where it connects with U.S. 23. It is defined as State 15.

LINCOLN HIGHWAY - ~~Defines its present course by a route from Louisville south~~
Running south from Louisville through Jefferson, Bullitt, Spencer, Nelson, Larue, Hart, Barren and Allen Counties; named in memory of

Numbers
president Abraham Lincoln, following in part an old trail opened about the period of 1835 - 1845, and now designated by

KENTUCKY RIVER TRAIL - This was the road taken by the McAfee brothers in 1773, on the course lying from Harrodsburg, through Richmond, Irvine, Beattyville and up the North Fork of the Kentucky River into Perry County.

MID * KENTUCKY TRAIL - An important pioneer trail, originally marked out by the Indians, coming from the Tennessee Valley and entering Kentucky on the Great Ridge, east of the South Fork of the Cumberland River, and traversing a course to the present towns of Whitley City and Burnside in McCreary and Pulaski Counties

NEW LEXINGTON STAGE ROAD - A pioneer road in Barren County, through Scottsville, Glasgow to Monroe, connecting with the Woodsonville Trail, and connecting the Blue Springs Grove postoffice, the second postoffice in Barren County. From 1816 to 1858, this was a stage route highway.

TRAIL OF THE LONESOME PINE - A local designation of a highway running from Harlan, Harlan County, to Virginia through Pennington Gap, being State 66. Name suggested by a novel by that title by John Fox, Jr.

LIMESTONE TRACE (Limestone - Lexington Road; Buffalo Trace) One of the first important routes through pioneer migration was made into the Central Kentucky district, and the first road from the North-east to Lexington. It was called by various names during different periods and different phases of development; also called the State Road. Starting with a mere buffalo trail, about 1780, it was developed and extended into possibly the oldest road to assume the proportions of a turnpike in Kentucky. In 1796, there was a fair dirt road between Lexington and Cynthiana, passing through Centerville, Bourbon County and was the main street in Paris. From the beginning, it extended from Maysville (Limestone) to Paris. It was not completed so as to be servicable for stage and mail travel

Named Roads, Paths, etc.

- 4 -

until 1830. Important points on this road in pioneer days were Lower Blue Licks and Bryant's Station. Now followed in part by Federal 68.

THE MAYO TRAIL - A name given to ~~Road~~ U.S. 23, the main highway from north to south running through the extreme eastern end of the State. Named in honor of John C. C. Mayo, the leading financier of Johnson County. 3x5 ✓

MILITARY HIGHWAY -

26
OLD NATIONAL PIKE - A military road used by the Union Army in Kentucky during the War-between-the-States, and extending south from present Lower Third Street Road, below Iroquois Park, and running into Preston Street Road below the Jefferson County line. Now a county road designated by that name.

BIG SANDY TRAIL - (out of order) Second in importance of the pioneer roads in the Kentucky district, it came through the Kanawha Gorge and along the valley of the Big Sandy River, up Tug Fork through Martin County. Also, Louisa Fork Trail.

THE RUSSELLVILLE - SHAWNEE TRAIL - This was a pioneer road developed from an ancient Indian trail starting at the Ohio River, near Shawneetown, Illinois, extending through Union County and on to Russellville; with spurs leading in several directions. Not defined by any modern highway.

SKYLINE HIGHWAY - A road leading from the "saddle" of Cumberland Gap

27
WABASH TRAIL - Starting in present Webster County, at Dixon, this trail was an old Indian trace dividing into two branches: The old Wabash Trail, turning north and crossing the Ohio River close to the mouth of the Wabash, near Uniontown; The North Saline Trail; branching to the north-west, and passing

Highlick to the Ohio, about twelve miles below the mouth of the Wabash.

WATTERSON LANE - This is a stretch of ~~highway~~ Jefferson County highway turning east from Taylorsville Road and extending to Jeffersontown. Named after Henry Watterson, early editor of the Louisville Courier - Journal.

WARRIOR'S PATH - This was the most important pioneer road in the district now Kentucky, being noted by history as existing as an Indian trail as early as 1674, and shown on maps as early as 1775. It led from the South through Cumberland Gap in a northern direction to the mouth of the Scioto River, on the Ohio. Also known as Athiamiwel, an Algonquin Indian word meaning "Path of the Armed Ones". The Warrior's Path was the early name given to what was developed by Daniel Boone and others into the famous Wilderness Road.

WILDERNESS ROAD - The development and extension westward of the old Warrior's Path. It was a pack trail improved by Daniel Boone and others beginning in 1775, following the course of the Warrior's Path and going west through the wilderness of what is now Kentucky, connection Harrodsburg and eventually extending through Bardstown to the Falls of the Kentucky (Louisville). There was a spur running north to Lexington, and a spur connecting Danville, Boonesborough and other frontier stations. It incorporated what was known earlier as Boone's Trace. During the period of 1800 - 1825, the Wilderness Road was probably the most important artery of traffic for immigration into what is now Central Kentucky. It extended over 200 miles through forest-covered mountains and hills, canebrakes and heavy undergrowth infested with Indians and wild beasts. Parts of this old road are nearly approached by the modern highways : U.S. 25E, 25, 150, and 27.

MIDLAND TRAIL -(out of order) A name given to the U.S. 60, extending from Catlettsburg, in the extreme east, through Lexington, Louisville, Owensboro, Henderson, Paducah, and crossing the Mississippi River at Wickliffe.

SERGEANT YORK TRAIL - A highway named by the Sergeant York Association, (out of order) and extending south from Springfield, through Lebanon, Campbellville, Columbia, Albany into Tennessee and running not far from the home of Sergeant Calvin York. Following the course of State 56.

WOODSONVILLE ROAD - An early road in Barren County used chiefly for tobacco hauling, from Ray's Cross Road through Woodsonville and intersecting the New Lexington Stage Road, and going on to Randolph. Used mostly in the period of 1840 - 1850.

ZANE'S TRACE -

mf
FORD'S FERRY TRAIL - A historic road running from Hopkinsville through Princeton and Marion to the Old Ford's Ferry Crossing on the Ohio River, originating with a court franchise to James Ford, in 1829. The ferry crossing was near the Cave - in - Rock, made famous as the rendezvous of the notorious Harpe brothers. (out of order)

mf
SKEGG'S TRACE (

Way, 1877 - 1878 - 1879

CAMP MARSHALL (Owen) A military camp established during the War-between-the-States, in the summer of 1861, by the Confederate Army, named after General Humphrey Marshall.

CAMP NELSON (Jessamine) Established during the War-between-the-States in 1863, named after Major General William Nelson, commander of the Union forces in Kentucky at that period. It was situated on the mouth of Hickman Creek, and was the chief camp in the State for the enlistment of Negro troops, as well as the main objective point of Negro refugees seeking Federal protection. A National cemetery is located at this place.

CAMP KNOX (Green) (Not to be confused with Camp Knox, in Hardin County) Was the pioneer encampment of Colonel James Knox and his "Long Hunters", in 17 .

check date?

11/17/17