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The Beaten Path: A Cartographical and Historical Study of the Southwest Trail in Clark County, Arkansas

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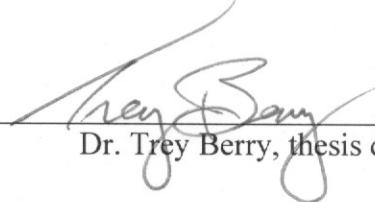
This Honors thesis entitled

“The Beaten Path: A Cartographical and Historical Study of the Southwest Trail in Clark County, Arkansas”


written by

Clinton R. Pumphrey


and submitted in partial fulfillment of the requirements for completion of the Carl Goodson Honors Program meets the criteria for acceptance and has been approved by the undersigned readers.



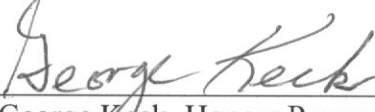
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Introduction

A road, taken on its own merit, may seem of little importance or significance in a history rich with riveting events and fascinating people. The monotony of travel is much more likely to prompt the question "are we there yet?" than one about a road's historical relevance. Most travelers simply do not have any interest in a road itself, but rather the points of interest that it serves to connect. Yet in the rush to move from place to place, people easily forget that the passage a road makes possible and the traffic it carries make the road just as much a part of history as any person or place. The route first known as the Southwest Trail is one such road that is worthy of close study in Clark County, Arkansas, for its important developmental role in the region.

The Southwest Trail, a route known variously as the Congress Road, the National Road, and the Military Road, provided the earliest land access into the wilderness that became present-day Arkansas. From its origins as a prehistoric game trail, the route experienced thousands of years of history, about which historians can mostly only conjecture or generalize. It was one of the few physical features that remained constant in the face of shifting populations and cultural upheavals, facilitating the intentions of native traditions and white expansion alike. Since the construction of the railroad in the late nineteenth century eclipsed the route's practical importance, its historical importance has faded like the depressions of the old roadbed itself. This project establishes the Trail's significance by accomplishing two goals: analyzing its legacy through the present day and rediscovering its physical location.

The history of the Southwest Trail is as varied as it is long. Nevertheless, very little has been written solely concerning the Trail; references are usually confined to the

development and explanation of larger historical concepts. Writing a history of the Trail, then, is accomplished by studying its importance within the more popular context of events and people. Once the route's history is presented, its legacy can be determined. Obviously, the importance of the Trail did not decline because people no longer had a need for communication and transportation; rather they replaced it because there were more efficient means to meet those ends. The paper will conclude by tracing the evolution of those means to their current state and investigating the condition of the trail as it exists today.

Unique to this project was the fieldwork that demonstrated the Trail's current condition and location. The process began with a physical search for the old sunken roadbed in Clark County. A Global Positioning System (GPS) receiver logged the geographical coordinates of discovered segments, and mapping software translated these sections to modern maps. An accompanying photo journal, kept during the entire process, brought the research to life.

Although it is impossible to stop nature from eroding the old roadbed, it is possible to prevent time from eroding the heritage of the Trail. Indeed, the impact of the Southwest Trail on the settlement, trade, and travel in Clark County has proven vitally significant. This project seeks to preserve the legacy of the ancient road with a refreshingly modern method; it is the first attempt to physically trace this important route through an entire Arkansas county using modern mapping technology.

History

In general terms, the Southwest Trail bisected Arkansas diagonally from northeast to southwest. It entered the state from Missouri near the Current River, and continued southwest through Little Rock. Terminating at the Red River crossing at Fulton, the route

covered almost four hundred miles from its northern entrance. Because of the Trail's central location, it has always been important to the history of Arkansas.¹

The geography of southwest Arkansas determined the general route of the Southwest Trail long before Native American or European influence.² Generally, Arkansas is geologically divided by a line that differentiates the northwest part of the state from the southeast. The northwest region, known as the highlands, contains the Ozark and Ouachita Mountains and the Arkansas River Valley, whereas the southeast region, known as the lowlands, contains the Mississippi Alluvial Plain (or the Delta), Crowley's Ridge, and the Gulf Coastal Plain.³

The two specific natural regions in the southwestern part of the state—the Ouachita Mountains and the West Gulf Coastal Plain—basically provided topographical guidelines for the northeast-southwest road.⁴ The imposing summits of the Ouachita Mountain region, some of which reached over 2,000 feet in elevation, proved to be one obstacle in the early formation of the trail.⁵ The West Gulf Coastal Plain, though much flatter, had natural barriers of its own in the form of flood-prone lowlands in the south and east.⁶ The Southwest Trail essentially formed at the dividing line between these two regions, in a part of the state that drained sufficiently, but was not dauntingly mountainous (Figure 1).

This macrogeography of Arkansas translates well to the microgeography of Clark County. Large hills, foothills of the nearby Ouachita Mountains, dominate the northwest

¹Mary Medearis, *Washington, Arkansas: History on the Southwest Trail* (Hope, AR: Etter Printing Company, 1976), 3.

²Marcus Phillips and Sandra Long, *Atlas of Hot Springs National Park* (Hot Springs, AR: Garland County Historical Society, 1994), 24.

³Michael B. Dougan, *Arkansas Odyssey* (Little Rock, AR: Rose Publishing Company, 1993), 2.

⁴Gerald T. Hanson and Carl H. Moneyhon, *Historical Atlas of Arkansas* (Norman: University of Oklahoma Press, 1989), 2.

⁵Richard M. Smith, *The Atlas of Arkansas* (Fayetteville: University of Arkansas Press, 1989), 17.

⁶Thomas Foti and Gerald Hanson, *Arkansas and the Land* (Fayetteville: University of Arkansas Press, 1992), 71.

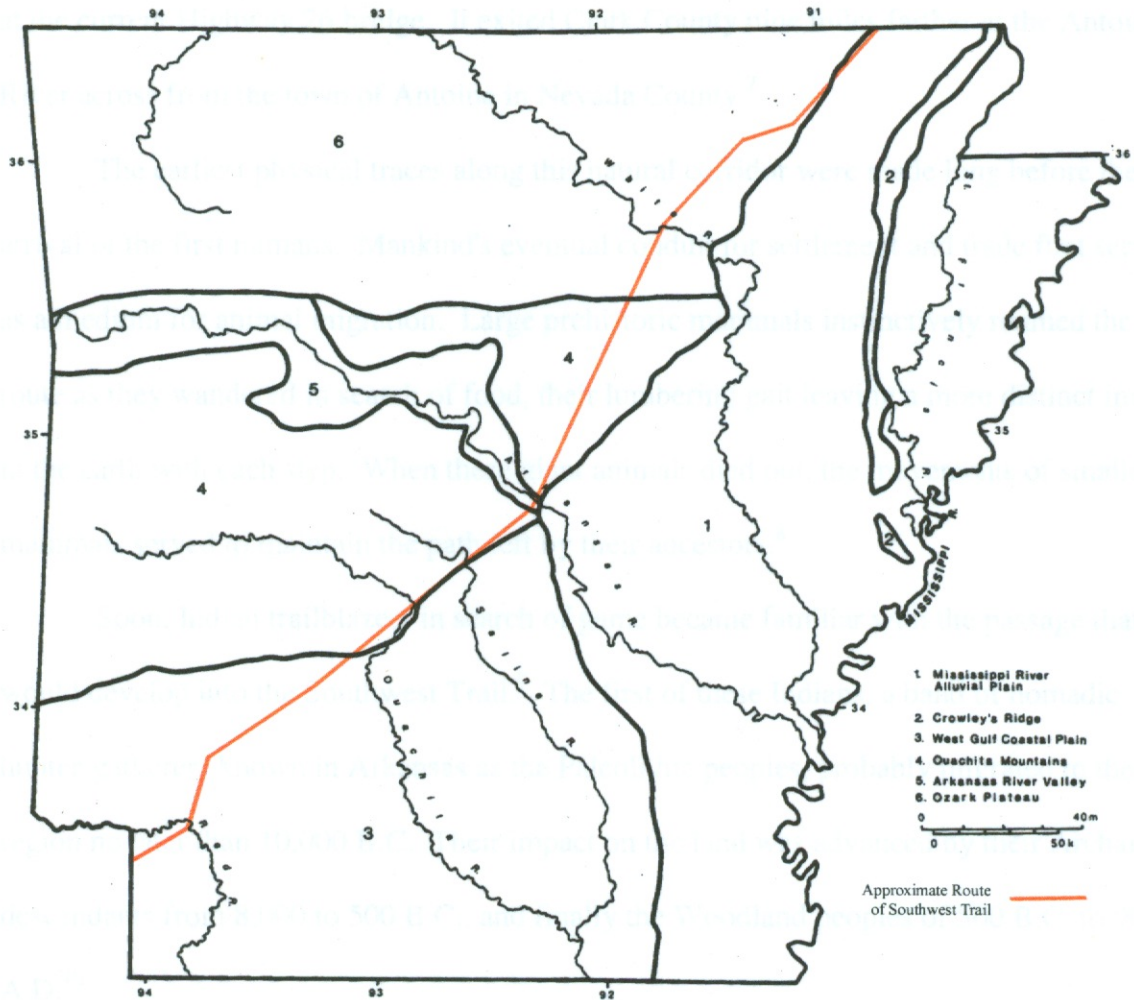


Figure 1. Arkansas' Natural Regions. Reprinted from Gerald T. Hanson and Carl H. Moneyhon, *Historical Atlas of Arkansas* (Norman: University of Oklahoma Press, 1989), 2. Line representing Southwest Trail inserted by author.

part of the county, while the county's southeastern parts are generally flatter and lower in elevation. The Southwest Trail entered into Clark County approximately 70 miles southwest of Little Rock, just south of where Interstate 30 crosses Bayou de Roche. After it wound through hilly terrain for about three miles, the route descended into a valley and crossed the Caddo River west of the Highway 7/67 bridge. The Trail then continued southwest for about 17 miles, passing through the community of Hollywood before crossing the Terre Noir Creek

at the current Highway 26 bridge. It exited Clark County nine miles farther at the Antoine River across from the town of Antoine in Nevada County.⁷

The earliest physical traces along this natural corridor were made long before the arrival of the first humans. Mankind's eventual conduit for settlement and trade first served as a medium for animal migration. Large prehistoric mammals instinctively roamed the route as they wandered in search of food, their lumbering gait leaving a more distinct imprint in the earth with each step. When these giant animals died out, the movements of smaller mammals served to maintain the path left by their ancestors.⁸

Soon, Indian trailblazers in search of game became familiar with the passage that would develop into the Southwest Trail.⁹ The first of these Indians, a band of nomadic hunter-gatherers known in Arkansas as the Paleolithic peoples, probably migrated to the region no later than 10,000 B.C. Their impact on the land was advanced by their Archaic-era descendants from 8,000 to 500 B.C., and finally the Woodland peoples of 500 B.C. to 900 A.D.¹⁰

About 500 A.D., as the Woodland culture was in decline, agricultural, religious, and cultural influences from Mexico began to work their way northeast through Arkansas. They came via a communication route known as the Gilmore Corridor, an ancient strip of prairie that cut diagonally through Texas.¹¹ Elaborate mound complexes, one characteristic of this Mesoamerican influence, appeared even as far north as Cahokia, Illinois. It is not only

⁷*Southwest Trail* [map], scale not given, n.p., n.d., Dawson Collection, Southwest Arkansas Regional Archives, Washington, Arkansas. This appears to be a copy of a 19th century map that details rivers and the mileage between crossings.

⁸Phillips, 24.

⁹Phillips, 24.

¹⁰Frank Schambach and Leslie Newell, *Crossroads of the Past: 12,000 Years of Indian Life in Arkansas* (North Little Rock: Arkansas Endowment for the Humanities, 1990), 1, 7, 19.

¹¹David LaVere, *The Caddo Chiefdoms: Caddo Economics and Politics, 700-1835* (Lincoln: University of Nebraska Press, 1998), 27.

probable, but even likely that these ideas were brought to that area of the continent by Indian traders who traversed the Southwest Trail.¹²

During this infusion of Mesoamerican tradition, a distinct Caddo Indian culture emerged in southwest Arkansas around 700 A.D. The Caddo's geographical position at the convergence of several Indian cultures proved beneficial in regard to trade, and the extensive system of trails at their disposal was critical to the complex proliferation of goods and culture they facilitated.¹³ The role of the Southwest Trail, which traveled through the heart of Caddo territory, could be compared to that of today's interstate; it was a major artery of commerce and travel that provided access to other major routes or to lesser, more local thoroughfares (Figure 2).

In southwest Arkansas alone, many paths branched off of the main route, continuing to a variety of destinations across the continent. Many of these are now known to history by the names given to them by the Europeans: the Old Santa Fe Trail, connecting St. Louis to Santa Fe and Taos, New Mexico; the Chihuahua Trace, connecting Arkansas Post, Arkansas, and Chihuahua, Mexico; the Natchitoches Trace, connecting Hot Springs, Arkansas, and Natchitoches, Louisiana; Trammel's Trace, connecting Fulton, Arkansas, and Nacogdoches, Texas; and the Memphis to Little Rock military road, which ran east to west between the towns of its namesake and joined other major Indian roads leading north.¹⁴ The Southwest Trail itself extended northeast through Arkansas, crossed the Mississippi River at St. Genevieve, Missouri, and continued into Illinois.¹⁵ These connections to outside regions made the Southwest Trail a major crossroad of Caddo trade, and more generally, the trade of

¹²LaVere, 28.

¹³F. Todd Smith, *The Caddo Indians: Tribes at the Convergence of Empires, 1542-1854* (College Station: Texas A&M University Press, 1995), 7.

¹⁴Phillips, 26; Dr. and Mrs. T.L. Hodges, "Jean Lafitte and Major L. Latour in Arkansas Territory," *Arkansas Historical Quarterly* 7 (1948): 246.

¹⁵Walter E. McLeod, "Early Lawrence County History," *Arkansas Historical Quarterly* 3 (1944): 43.

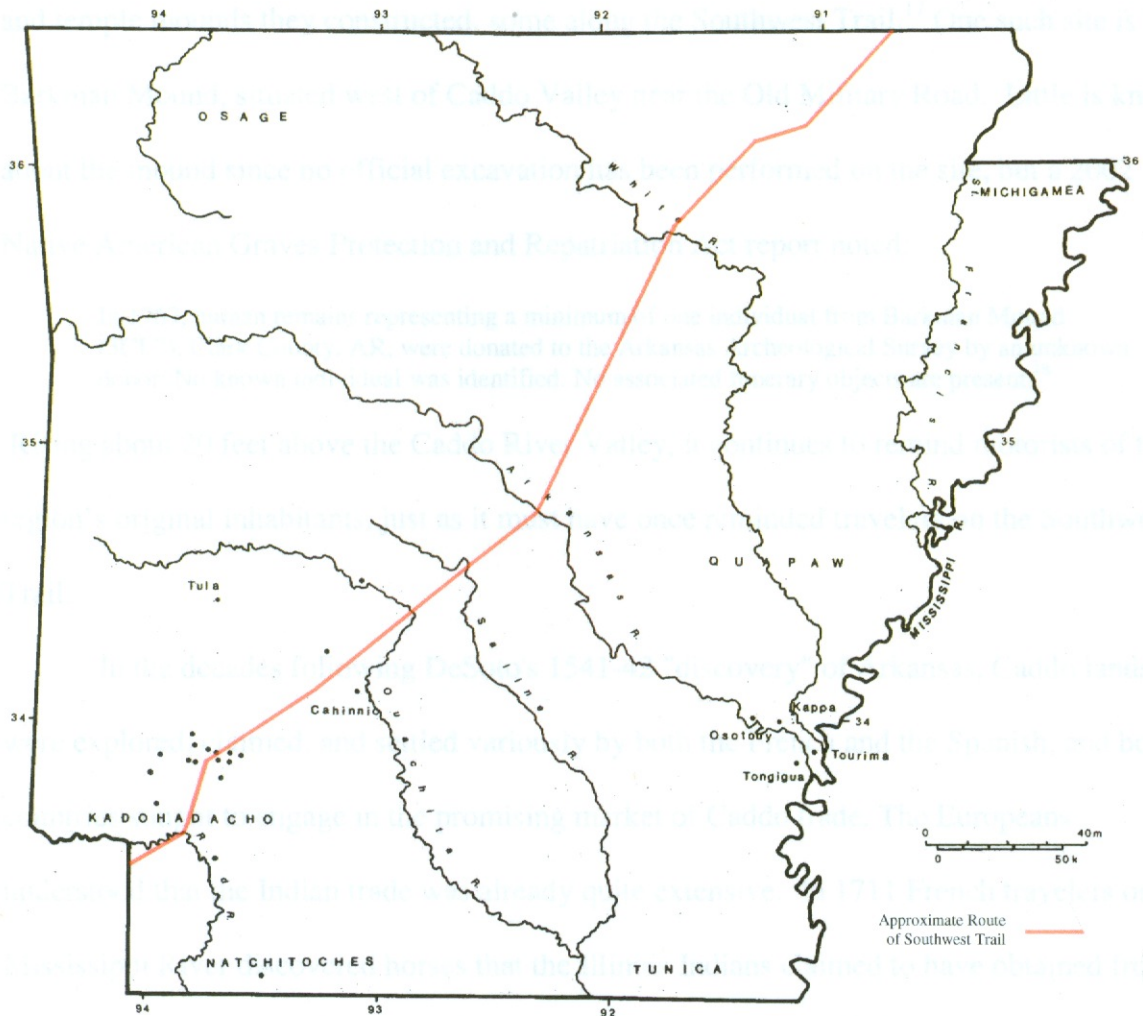


Figure 2. Indian Settlements in Arkansas, 17th Century. The Kadohadacho and Natchitoches were two subgroups of the larger Indian group generally referred to as the Caddo. Reprinted from Gerald T. Hanson and Carl H. Moneyhon, *Historical Atlas of Arkansas* (Norman: University of Oklahoma Press, 1989), 14. Line representing Southwest Trail inserted by author.

the Southwest, Southeast, and Plains.¹⁶

Caddo presence in Clark County is unmistakable. Within the county's borders, archaeologists have identified more than 100 separate mounds, villages, and burial grounds that have yielded countless artifacts. The group's most evident legacy is the burial, house,

¹⁶LaVere, 3.

and temple mounds they constructed, some along the Southwest Trail.¹⁷ One such site is the Barkman Mound, situated west of Caddo Valley near the Old Military Road. Little is known about the mound since no official excavation has been performed on the site, but a 2002 Native American Graves Protection and Repatriation Act report noted:

In 1967, human remains representing a minimum of one individual from Barkman Mound (3CL7), Clark County, AR, were donated to the Arkansas Archeological Survey by an unknown donor. No known individual was identified. No associated funerary objects are present.¹⁸

Rising about 20 feet above the Caddo River Valley, it continues to remind motorists of the region's original inhabitants, just as it must have once reminded travelers on the Southwest Trail.

In the decades following DeSoto's 1541-42 "discovery" of Arkansas, Caddo lands were explored, claimed, and settled variously by both the French and the Spanish, and both countries sought to engage in the promising market of Caddo trade. The Europeans understood that the Indian trade was already quite extensive. In 1711 French travelers on the Mississippi River discovered horses that the Illinois Indians claimed to have obtained from the Caddo, horses likely driven northeast up the Southwest Trail.¹⁹ The French became the first to make a significant effort at commerce with the Indians, when in 1714 they established a post on the Red River near present-day Natchitoches, Louisiana, on the Natchitoches Trace.²⁰ Another post, was St. Louis de Cadodaquious, founded several miles west of the Southwest Trail's Red River crossing in 1719.

Though Caddo-European trade prospered into the eighteenth century, the acquisition

¹⁷V.L. Huddleston, "Indians in Clark County," *Arkansas Historical Quarterly* 2 (1943): 113.

¹⁸U.S. Department of the Interior, Native American Grave Protection and Repatriation Act, Notice of Inventory Completion for Native American Human Remains and Associated Funerary Objects in the Possession of the Arkansas Archeological Survey, Fayetteville, AR, 22 January 2002, <http://www.cr.nps.gov/nagpra/fed_notices/nagpradir/nic0611.html> (30 March 2006).

¹⁹LaVere, 62.

²⁰John R. Swanton, *Source Material on the History and Ethnology of the Caddo Indians* (Norman: University of Oklahoma Press, 1996), 196.

of the Louisiana Purchase by the United States in 1803 signaled the end of significant Caddo influence. A considerable influx of American settlers arrived in southwest Arkansas from the East, seeking fertile farmland, and some of the best in the country surrounded the Great Bend of the Red River. It was so desirable that Major Thomas Freeman, on his fabled expedition up the Red River with Dr. Peter Custis, commented that the area "cannot be exceeded either in fertility or beauty, by any part of America, or perhaps of the world."²¹ Yet, the magnitude of American settlement in the area was unsure because of an eighty mile-long floating log jam in the Red River known as the Great Raft.

Potential homesteaders were forced to choose a land route as an alternative to the impeded water route, and many chose the Southwest Trail. Settlement patterns in the early nineteenth century reflected this dilemma. Newcomers tended to settle in towns like present-day Washington, Arkansas, and even Clark County, instead of places further down the Road by the Red River.²² The United States Congress, anticipating the importance of the route, appropriated money for its improvement in 1803.²³ These upgrades, which consisted of little more than the cutting away of tree limbs and underbrush, marked the point when the road became known as the Congress or National Road.²⁴

Once its territory became a part of the United States, Clark County received some of its earliest and most noteworthy settlers. One of the first Anglo-American settlers in the area was blacksmith Adam Blakely, who arrived in 1808 and erected a shop on the west bank of the Ouachita River. The small settlement that grew around the building soon became known

²¹Dan L. Flores, ed., *Jefferson & Southwestern Exploration: The Freeman & Custis Accounts of the Red River Expedition of 1806* (Norman: University of Oklahoma Press, 1984), 176.

²²Hanson, 32.

²³McLeod, 45.

²⁴Medearis, 3.

as Blakelytown, a community renamed Arkadelphia in the 1840s.²⁵ Another noteworthy pioneer, John Hemphill, arrived in 1811 from South Carolina. Procuring salt wells from local Indians, "Arkansas' first industrialist" opened a salt refinery one mile east of Arkadelphia that would be used for the next 50 years.²⁶

Accompanying Hemphill was peddler Jacob Barkman and his wife, Rebecca. Originally from Kentucky, the eventual "Father of Clark County" followed his dreams all the way to the Caddo River Valley where he settled on land along the Southwest Trail. His cotton fields immediately provided bountiful harvests, and the enterpriser began to purchase additional land as fast as his success would allow. By the time of his death in 1852, Barkman owned 22,000 acres, stretching from the Caddo River to Blakelytown.²⁷

The showcase of Barkman's extensive plantation was his stately Georgian-style manor, the first brick structure in Clark County (Figure 3). Erected in 1815 on the banks of the Caddo, 150 yards from the Southwest Trail, the house consisted of five rooms and a separate kitchen. Travelers, such as Missourian William Switzler, showed surprise at the relative refinement of the estate:

The place at which we were entertained the previous night is the first cotton farm that can be called extensive on the route from Boonville to the south. It is situated in a gradual bend of the creek and at once presents a picturesque aspect to the forest-familiar vision of the tourist on his arrival. The farm is on a dead level and in one corner, near the creek, rises the habitation of the owner. A beautiful garden of numerous roses and lilies, with a row of Quinci and a cluster of Catalpas, adds to the fantastical mansion of the proprietor; added to which is a well-matted yeard [sic] of bluegrass, interspersed by nurseries of China-trees, over the top of which the tall Columbas with prepossessing grandeur left their dignified branches. Surrounding all is the graceful-featured farm, stretching from right to left its eye-attracting dimensions. The approach to a plantation like this, opening its diversified expanse in the midst of a wilderness, is attended with a sublime sensation, totally unknown to those who spend a life in densely populated country.²⁸

²⁵Wendy Richter, ed., *Clark County Arkansas: Past and Present* (Arkadelphia, AR: Clark County Historical Association, 1992), 10-11.

²⁶Richter, 10, 539.

²⁷Farrar Newberry, "Jacob Barkman," *Arkansas Historical Quarterly* 19 (1960): 315-16.

²⁸William F. Switzler, "My Second Tour in the South or Multum in parvo, tempore mores prateres," Entry of October 10, 1836, Arkansas History Commission, Little Rock, Arkansas; original in Western Historical Manuscripts Collection, University of Missouri Library.

Jackson, in Lawrence County.³¹ However, the wheels of government ground slowly, and it was another year before they could report that Congress made an appropriation of \$15,000 for its construction.³² Shortly thereafter, the Secretary of War appointed Lieutenant R.D.C. Collins of the United States Army to survey the route. Collins began surveying southwest out of Jackson, Arkansas, and his arrival at Little Rock was reported by the Gazette on July 27, 1831. From there he proceeded further southwest, where he concluded the survey of the 243 mile route at Washington. This new survey followed the old National Road route in many regards, but with some variation intended to make it shorter and more durable.³³

In Collins' final report to the Quartermaster General, dated August 6, 1831, he discussed at length the section of the road from Washington to Little Rock.

That part of the road...will require considerable causewaying, as the rivers which it will pass, overflow their banks to some considerable extent, which become extremely Miry [sic], during the winter, and spring, months, many of the small creeks, and branches, have also bottom lands attached to them, that must necessarily be causewayed.³⁴

The lieutenant recommended that ferries be kept in Clark County on the Caddo and Antoine Rivers. He noted that the Caddo already boasted a ferry boat, which Jacob Barkman probably operated.³⁵ However, Collins did not believe that a ferry on the Antoine would ever pay for itself, because it rose rapidly and only for a few days at a time. "I shall therefore build a small one, and place it in charge of some person living near the ford,"³⁶ he stated.

During the surveying process, bids were being accepted for construction of the new road. The Gazette printed a notice that gave potential contractors the following general specifications for the new road: "The road to be opened sixteen feet wide, and bridges to be

³¹*Arkansas Gazette*, April 13, 1830.

³²*Arkansas Gazette*, March 30, 1831.

³³*Territorial Papers*, Vol. XXI, *Arkansas Territory, 1829-1836* (Washington, 1948), 361.

³⁴*Territorial Papers*, Vol. XXI, *Arkansas Territory, 1829-1836* (Washington, 1948), 361-62.

³⁵*Southwest Trail* [map].

³⁶*Territorial Papers*, Vol. XXI, *Arkansas Territory, 1829-1836* (Washington, 1948), 362.

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³⁵*Southwest Trail* [map].

³⁶*Territorial Papers*, Vol. XXI, *Arkansas Territory, 1829-1836* (Washington, 1948), 362.

erected over such streams as may require them, and all swampy ground must be causewayed.”³⁷ Nineteen competitors had placed proposals by the deadline of August 15, 1831, but the government ultimately accepted the bid of \$8,987 made by Colonel James S. Conway of Lafayette County. Conway planned to begin work the next month.³⁸

County records are scattered with entries that document the preparations for these improvements to the old National Road. Such an account was entered into the Clark County Circuit Court books in its July Term of 1831:

On motion of James Ward it is Ordered that he be discharged as Overseer of that part of the public Road leading from Little Rock to Washington in hempstead [sic] County Commencing at the Antoine and ending at the Little Missouri River near the Residence of John Wood and that John Wood be and he is here by appointed in his Stead and he is required to open the new established Road alteration in {the} Present roade [sic] as far as the crossing of the Antoine near D.C. Edmistons sixteen feet wide.³⁹

In this entry a new “overseer” was appointed to manage the “alteration in the present road” in a part of Clark County that was ceded to form Pike County in 1833. Similar organization existed in other Arkansas counties to complete the portion of the new route that connected Washington and Jackson.

Finally, on August 8, 1832, the Gazette reported that Congress appropriated four thousand dollars to complete the southwest and northwest extremes of the road from Washington to the Red River and from Jackson to the Arkansas border, respectively. Upon completion of the two segments, Arkansans gained a better, more durable thoroughfare.⁴⁰ It was then referred to as Military Road, probably because of the early military involvement in its planning.

The improved road brought a number of migrants through Clark County during the period between the formation of the Arkansas Territory in 1819 and its admittance as a state

³⁷*Arkansas Gazette*, July 13, 1831.

³⁸*Arkansas Gazette*, August 24, 1831.

³⁹Clark County Circuit Court Records, Book C2, p. 56, July Term 1831.

⁴⁰*Arkansas Gazette*, August 8, 1832.

in 1836. Land, opportunity, repression, and war all served to bring these people; some settled while others just passed through. Their story is very much a part of history on the National Road in Clark County.

One of the first purposes the new road served may have been its most tragic: Indian removal. In 1828 President Andrew Jackson was elected President, promising to remove all Indians from east of the Mississippi River, and road construction and improvement was mainly to accomplish that end. R.D.C. Collins, the Army surveyor, kept this purpose in mind as he did his survey. "[T]here is a considerable portion of the road that must necessarily be causewayed, or thrown up more particularly so, as it will be the route taken by a great portion of the emigrating indians [sic],"⁴¹ he said in an 1832 letter to territorial delegate Ambrose Sevier.

By 1832 Choctaw were trekking from various places west of the Mississippi River, proceeding "from Little Rock, via Barkman's, to Washington, Hempstead C.H., A.T. From Washington to the new Choctaw Country near Fort Towson."⁴² Residents of Clark County first experienced the planned Indian removal on January 7 as numerous bands of Choctaw Indians passed by on the Military Road. "The party of emigrating Indians who left here [Little Rock] on the 29th ult. were at Clark C.H., about 40 miles this side of Washington, on Saturday last,"⁴³ recounted the *Arkansas Gazette*. In February 1832 another group was reported to have "passed on this side of the Caddo, waiting for a recent rise in that stream to subside sufficiently for them to cross it."⁴⁴ S.T. Cross, Assistant Agent of Choctaw Removal, recorded on November 27, 1832, the progress of the company of Indians with

⁴¹*Territorial Papers*, Vol. XXI, 455.

⁴²*Arkansas Gazette*, September 26, 1832.

⁴³*Arkansas Gazette*, January 11, 1832.

⁴⁴*Arkansas Gazette*, February 8, 1832.

which he had joined: "Left camp early increase of sickness – crossed the Cado [sic] Some Indians crossed in the wagons and some ferried, traveled 16 miles."⁴⁵

As Cross's account suggests, disease was a problem, and poor conditions and bitterly cold weather on the Military Road did not help the Indians' situation. Army Captain Jacob Brown captured some of the hopelessness of one removal, commenting that "[t]he roads are horrid, horrid in the extreme. I have large companies repairing the roads and making bridges on the route, but notwithstanding this, the roads will continue to be horrid."⁴⁶ Some of the Choctaw had been infected with cholera,⁴⁷ and the sight of dying Indians and their grieving families trudging down muddy road must have been a horrific one to behold.

The Choctaw continued to come through for another year, and then the stream of Indians became but a trickle. It was not until the removal of the Chickasaw in 1837 that the numbers began to increase again. The Army shipped most of this tribe by steamboat up the Arkansas River to their new homes.

The remainder of the party, having refused to go on the steam-boat, have mostly left or are preparing to leave, by land, with their ponies, for their destination west-some by the route on the north side of the Arkansas, and the remainder crossing the river at this place, and proceeding south to Red River, and from thence west.⁴⁸

Through 1838, hundreds more passed by on their way to Indian Territory by way of the Military Road to the Red River. Thus, the Military Road in southwest Arkansas became part of the fabled Trail of Tears.

With abundant land in the new territory becoming available, many opportunists traveled the National Road with the intention of getting rich by land speculation. One such

⁴⁵S.T. Cross, "1832 Journal of Occurances," *Sequoyah Research Center, American Native Press Archives*, <http://www.anpa.ualr.edu/trail_of_tears/indian_removal_project/eye_witness_accounts/eye-witness2.htm> (30 March 2006).

⁴⁶Medearis, 18-19.

⁴⁷*Arkansas Advocate*, November 7, 1832.

⁴⁸*Arkansas Gazette*, August 1, 1837.

speculator, more associated with Texas than with Arkansas, was Stephen F. Austin. In 1819 the future statesman hoped to buttress his faltering finances by acquiring promising town sites that he could divide and sell to newcomers. He selected three locations for their proximity to the Southwest Trail, one at the juncture of the Caddo and Ouachita rivers. The promising venture fell through only a few months later when he discovered that he could not acquire a legal claim to the unsurveyed lands. He sold his interests in June 1819 for \$900.00.⁴⁹

Many other famous men were drawn down the Military Road through Clark County by the revolutionary events in Texas. While whispers of independence by farmers and aspiring revolutionaries were coming out of Texas, Sam Houston was going into Texas. In 1832 he rode southwest down the Military Road, sent by President Jackson to make peace with Indian tribes in Texas. He was a rough, well-built man who had a weakness for the bottle, and he looked quite out of place as he galloped through the wilds of Arkansas wearing a Mexican poncho and straddling a saddle adorned with solid silver plates.⁵⁰ British traveler George Featherstonhaugh confirmed Houston's presence on the Road when he reported in his "Excursion through the Slave States" a shady occurrence in Washington, Arkansas:

I was not desirous of remaining long at this place. General Houston was here, leading a mysterious sort of life, shut up in a small tavern, seeing nobody by day and sitting up all night...but I had been in communication with too many persons of late and had seen that this little place was the rendezvous where a much deeper game than faro or rouge-et-noir was playing. There were many persons at this time in the village from the States lying adjacent to the Mississippi, under the pretence of purchasing government lands, but whose real object was to encourage the settlers in Texas to throw off their allegiance to the Mexican government.⁵¹

Another eventual Texas hero followed Houston's path down the Military Road in

⁴⁹Robert L. and Pauline H. Jones, "Stephen F. Austin in Arkansas," *Arkansas Historical Quarterly* 25 (1943): 338-39.

⁵⁰Medearis, 21.

⁵¹G.W. Featherstonhaugh, *Excursion Through the Slave States* (New York: Harper & Brothers, 1844), 119.

November of 1835. David Crockett, the esteemed Tennessee woodsman and congressman, arrived in Little Rock on his way to join Houston's army in Texas.⁵² He had just lost a re-election bid for his seat in the United States Congress and had set out for the Lone Star State, staying true to his famous ultimatum: if his constituents elected him he would "serve them to the best of my ability; but if they did not, they could all go to hell, and I would go to Texas!"⁵³ People traveled to Little Rock from all over the region to hear speeches and to cheer the great statesman before he continued his journey down the Road.

The day after our public dinner I determined to leave my hospitable friends at Little Rock, and cross Arkansas to Fulton on the Red River, a distance of about one hundred and twenty miles....Finding that I was bent on going, for I became impatient to get into Texas, my kind friends at Little Rock procured me a good horse to carry me across to Red River.⁵⁴

In three months he met his bold demise at the Alamo.

Many travelers came to Clark County in the early 1830s to stay, further populating the land that Blakely, Hemphill, and Barkman had worked to build. Much of the population lived around the Caddo and Ouachita rivers, but in his memoirs, Whelen Springs doctor Willis S. Smith noted five improved farms on the Military Road west of Terre Noir Creek belonging to Charles Gollorhar, Martin Pathram, John H. Mosley, "Humpy" Thompson, and Jeremiah Lehram.⁵⁵ Altogether, the county's population totaled 1,369 by 1830, making it the ninth most inhabited in Arkansas.⁵⁶

The year 1836 was of special significance to everyone along the Military Road. On

⁵²*Arkansas Gazette*, November 17, 1835.

⁵³Mark Derr, *The Frontiersman: The Real Life and the Many Legends of Davy Crockett* (New York: William Morrow & Co., 1993), 224-225.

⁵⁴Richard Penn Smith, *Col. Crockett's Exploits and Adventures in Texas* (Philadelphia: T.K. and P.G. Collins, 1836), 61-62. "A pseudo-autobiography; the preface purports to be written by Alex. J. Dumas, who claims that he received Crockett's manuscript from a Charles T. Beale, who wrote the final chapter. The work is generally ascribed to Richard Penn Smith."

⁵⁵Willis S. Smith, "Scrapbook of Dr. Willis Smith, Clark County, Ark," p. 14, Arkansas Collection, Huie Library, Henderson State University.

⁵⁶University of Virginia, Geospatial and Statistical Data Center, *Historical Census Browser*, 2004, <<http://fisher.lib.virginia.edu/collections/stats/histcensus/index.html>> (2 April 2006).

June 15, Arkansas officially received statehood. Since October of the previous year, the Road had been buzzing with politicians and other men of influence who were traveling back and forth between their homes and the territorial capital at Little Rock. They were busy forming the constitution and government that would govern their new state, the twenty-fifth state of the United States of America.⁵⁷

The next major event on the Military Road was the mobilization of American troops for the Mexican-American War. The Road was the main route for travel to Mexico, not only for Arkansas volunteers, but also for soldiers from other states like Tennessee and Kentucky. By June 1846 Arkansas troops were marching down from Little Rock, to Washington, "the place designated as the general rendezvous for all the western volunteers."⁵⁸ A few weeks later, the Gazette reported that a regiment of Kentucky cavalry was camped in the vicinity of Little Rock, waiting to leave for Fulton, on the Red River, "as soon as its horses are recruited and the wagons repaired."⁵⁹ After a decisive American victory at Buena Vista in 1847, infantry, cavalry, and artillery began to return home up the Military Road.⁶⁰

The interwar years were a prosperous time on the Military Road as the production and sale of cotton came to dominate local business and commerce. "White gold," as the crop was sometimes called, was ideally suited for the fertile lands along the Caddo and Ouachita rivers. The number of ginned cotton bales produced in Clark County increased ninefold, from 826 in 1850 to 7,203 in 1860.⁶¹ Hundreds of these cotton bales were sent down the Military Road to the Red River where they were then shipped to New Orleans.

The Camden Expedition of the Civil War was the last major event facilitated by the

⁵⁷Medearis, 30-32.

⁵⁸*Arkansas Gazette*, June 8, 1846.

⁵⁹*Arkansas Gazette*, July 27, 1846.

⁶⁰*Arkansas Gazette*, July 8, 1847.

⁶¹U.S. Census of Population, 1850; U.S. Census of Agriculture, 1860.

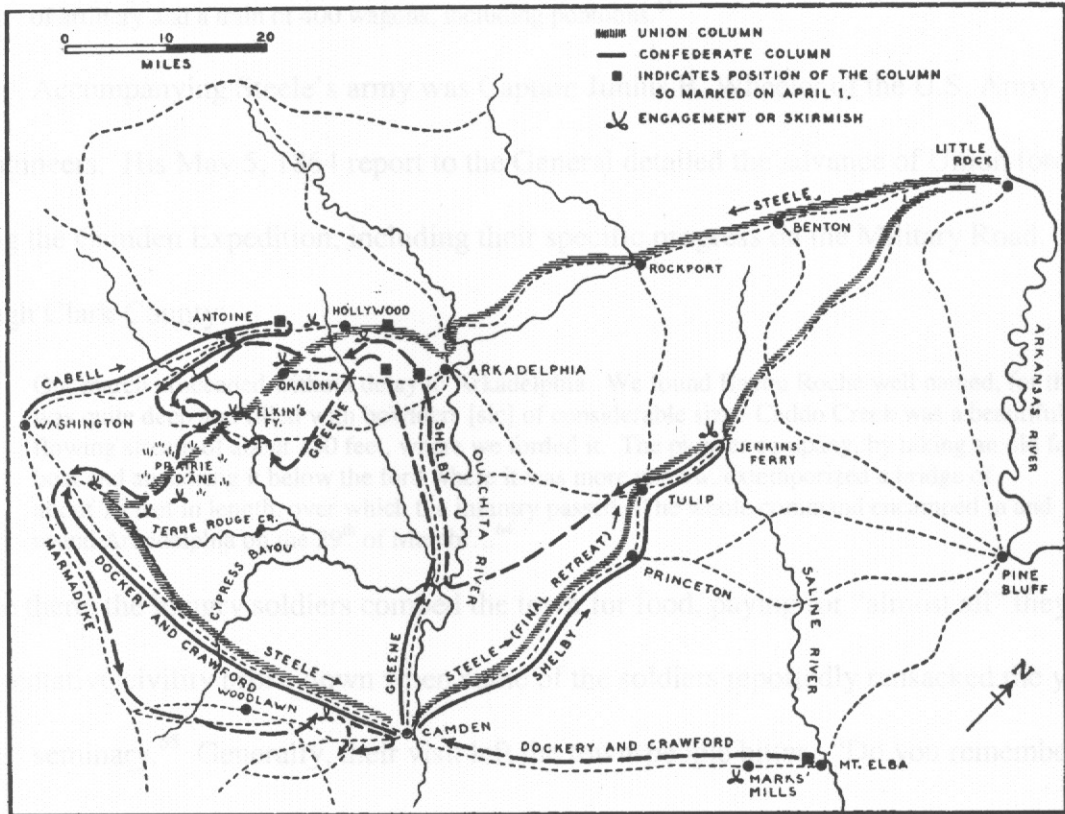


Figure 4. The Camden Expedition, March 23 to May 3, 1864. Reprinted from Ludwell H. Johnson, *Red River Campaign: Politics and Cotton in the Civil War* (Baltimore: The Johns Hopkins Press, 1958), 174.

Military Road (Figure 4). In March 1864 the Federal leader General Frederick Steele gathered his command in Little Rock in preparation for a southwesterly march down the Road. By advancing towards Washington, which had become the Confederate capital, Steele hoped to draw the Confederates from their stronghold at Camden.⁶² Confederate Major-General Sterling Price, unaware of Steele's intentions, mentioned this movement in his report:

On March 23, the advance guard of the enemy moved out from Little Rock on the military road toward Arkadelphia, and were followed on the succeeding day by their whole column. Their force commanded by Major-General Steele in person, was estimated at 10,000 men of arms, with 25 pieces

⁶²Thomas A. DeBlack, *With Fire and Sword: Arkansas, 1861-1874* (Fayetteville: University of Arkansas Press, 2003), 109.

of artillery and a train of 400 wagons, including pontoons.⁶³

Accompanying Steele's army was Captain Junius B. Wheeler of the U.S. Army Corps of Engineers. His May 5, 1864 report to the General detailed the advance of Union forces during the Camden Expedition, including their specific progress on the Military Road through Clark County:

Our march proceeded without delay to Arkadelphia. We found Bayou Roche well named, for the ford was quite deep and filled with bowlders [sic] of considerable size. Caddo Creek was a beautiful, flowing stream of about 150 feet, where we forded it. The pioneer company, by taking an old ferry-boat and anchoring it below the ford where it was more narrow, extemporized a bridge of about 75 feet in length, over which the infantry passed. The whole command encamped in and round Arkadelphia on the 29th of March....⁶⁴

While there, the hungry soldiers combed the town for food, paying for "almost all" they ate. This tentative civility broke down when some of the soldiers reportedly ransacked the young ladies' seminary.⁶⁵ Generally, their visit left the townspeople bitter. "Do you remember when the Yanks came down the Old Military Road?" inquired Arkadelphian Uncle Green Pannell in 1934. "Helped themselves to our food and livestock. I was a 12-year-old boy plowing our corn. The Yanks stopped and took my good horse, left me an old worn out stack of bones."⁶⁶

On April 1st Steele's troops continued down the Military Road to Spoonville, now known as Hollywood. From there they marched to Halfway and turned south to approach Camden via Okolona and the Elkin's Ferry on the Little Missouri River. Steele's plan to draw the Confederates from Camden was successful; he engaged the enemy in a series of clashes south of the Military Road, but was eventually repelled north back to Little

⁶³Robert N. Scott, ed., *War of the Rebellion: Official Records of the Union and Confederate Armies*, Series I, Vol. 34, Part I, *Reports* (Washington: Government Printing Office, 1891), 779.

⁶⁴Scott, 673.

⁶⁵Ludwell H. Johnson, *Red River Campaign: Politics and Cotton in the Civil War* (Baltimore: The Johns Hopkins Press, 1958), 172.

⁶⁶Allen Syler, compiler, "Do You Remember?" *Clark County Journal* (1990): 100.

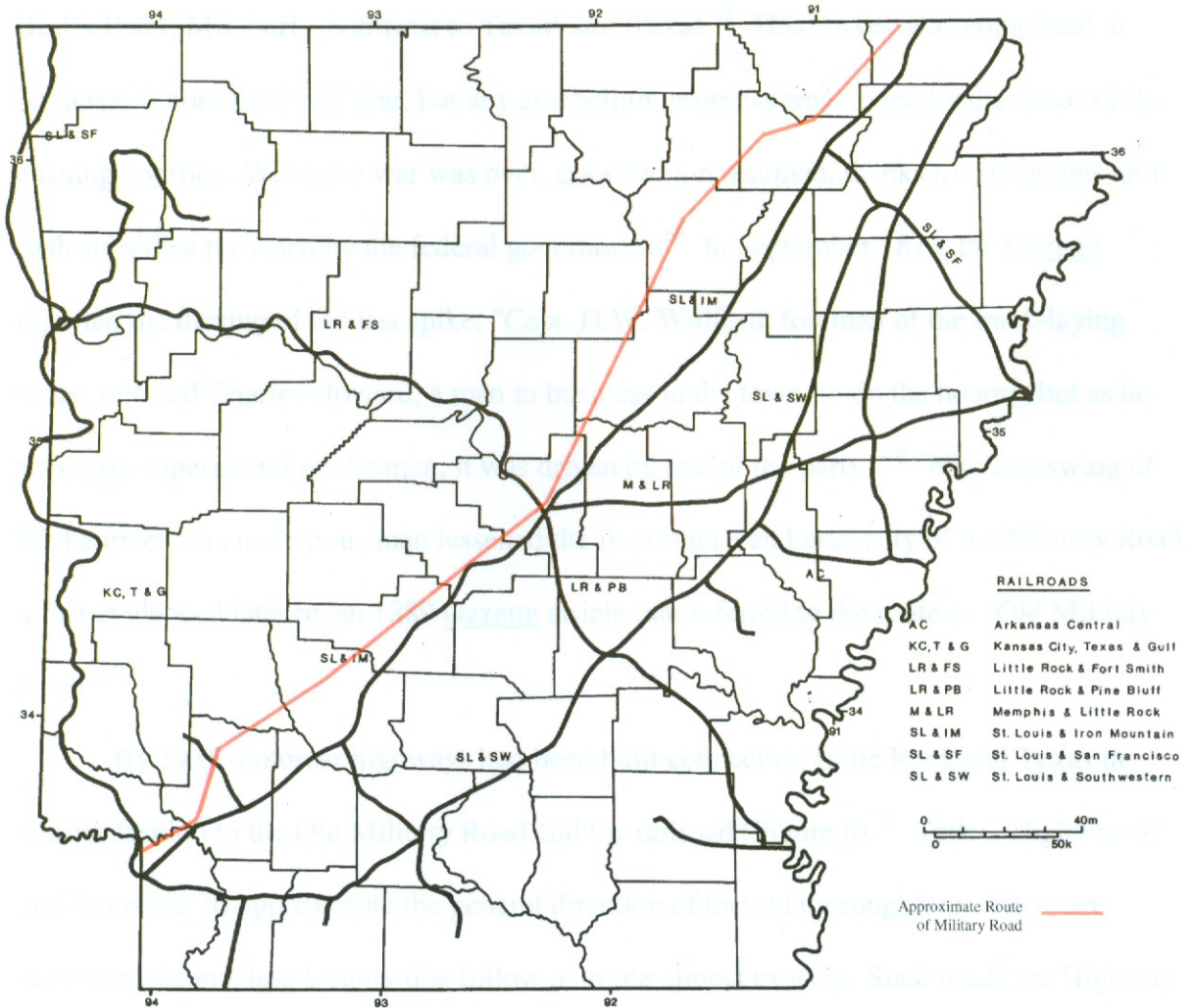


Figure 5. Major Railroads, 1915. Reprinted from Gerald T. Hanson and Carl H. Moneyhon, *Historical Atlas of Arkansas* (Norman: University of Oklahoma Press, 1989), 49. Line representing Military Road inserted by author.

Rock.⁶⁷

During Reconstruction, a railroad was built that followed much the same route as the Military Road (Figure 5). In 1853 the Cairo and Fulton Railroad Company was incorporated by an Arkansas legislative act. They organized an ambitious project to build a railroad from

⁶⁷DeBlack, 109-10.

Bird's Point, Missouri, southwest to Texarkana, Texas.⁶⁸ This survey was completed in Arkansas before the Civil War, but any antebellum progress was ruined by the chaos of the ensuing conflict. When the war was over, construction resumed, thanks to land grants and cash subsidies provided by the federal government.⁶⁹ In September 1873, the Gazette reported the driving of the last spike: "Capt. H.W. Willford, foreman of the track-laying party, selected Charles Howard, a man in business in the town, to do the honors, but as he was busy superintending the men, it was driven by one of the party."⁷⁰ With one swing of the hammer, an anonymous man lessened the importance and necessity of the Military Road, a fact evidenced later by an 1889 Gazette article that referred to the route as "Old Military Road."⁷¹

By 1935 motorcar highways had been built connecting Little Rock and Texas in similar fashion to the Old Military Road and the railroad (Figure 6).⁷² Today, Highway 67 and Interstate 30 approximate the general direction of the old thoroughfare. There are several roads in Clark County that follow its route almost exactly. Such roads are Highway 26 west of Hollywood, Mt. Olive Road, Old Military Road, and Highway 67 north of Caddo Valley. The most glaring difference between these roads and the path of yesterday is travel time; what used to take days now only takes minutes.

After the Old Military Road had been out of service for several decades, interest in it became limited to the pages of history books and the tales of aging Arkansans. However, in 1969 an Arkadelphia-based group known as the Ouachita Audubon Society recognized the historical value of the Road and the need to preserve it. They feared the effects that the

⁶⁸Clifton E. Hull, *Railroad Stations and Trains Through Arkansas and the Southwest* (Hart, MO: Whiteriver Productions, Inc., 1997), 36.

⁶⁹Hanson, 49.

⁷⁰*Arkansas Gazette*, September 2, 1873.

⁷¹*Arkansas Gazette*, January 15, 1889.

⁷²Hanson, 62.

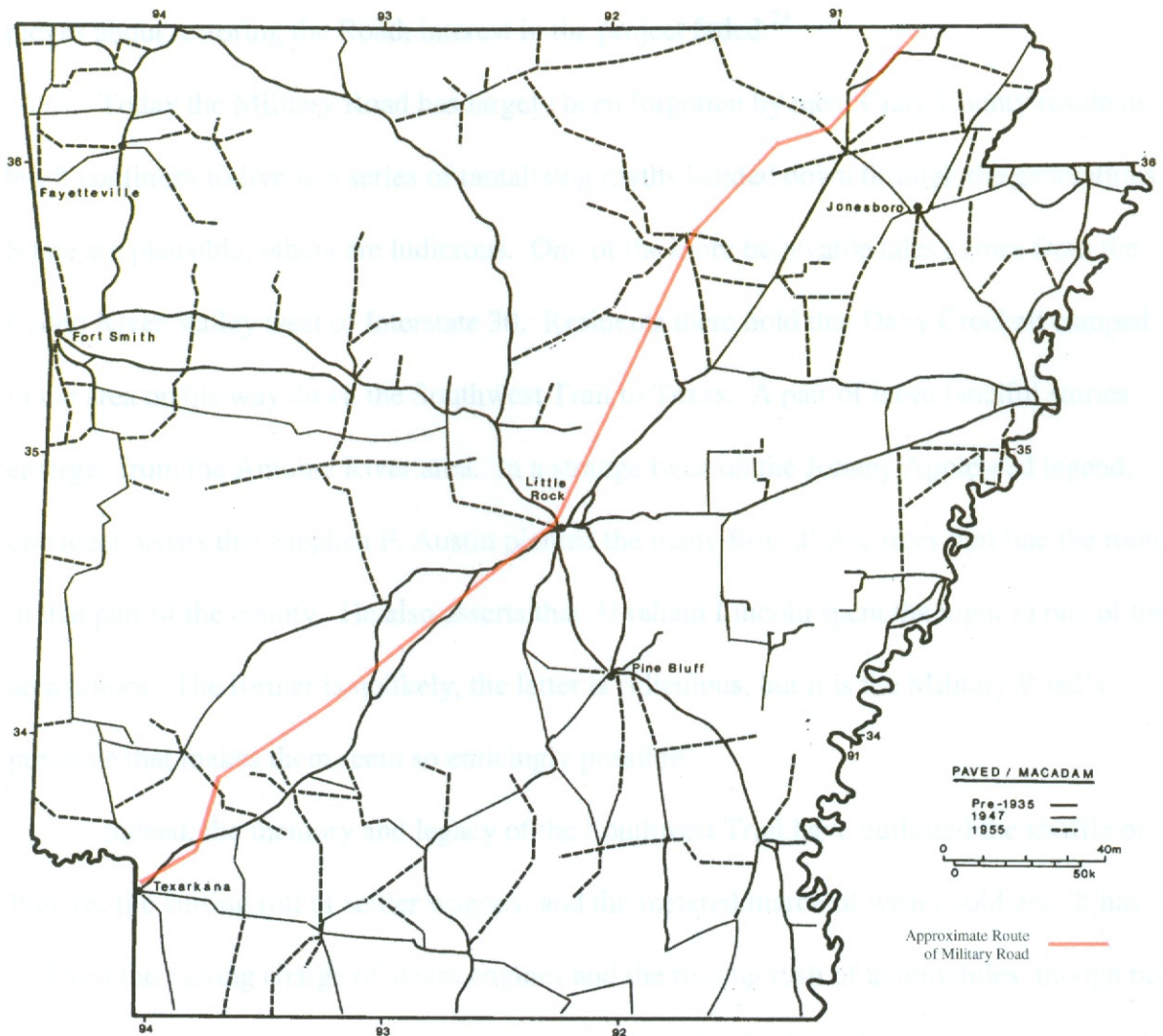


Figure 6. Highway Construction to 1955. Reprinted from Gerald T. Hanson and Carl H. Moneyhon, *Historical Atlas of Arkansas* (Norman: University of Oklahoma Press, 1989), 62. Line representing Military Road inserted by author.

rapidly-filling Lake DeGray might have on area historical sites, and decided to initiate an attempt to protect the old route. Flave Carpenter, the executive vice-president of the Arkadelphia Chamber of Commerce, William V. Snell, the Director of Recreation and Parks for Clark County, and Clark County Judge Randall Mathis were just a few of the influential people who supported the effort. However, after a few phone calls Mathis made to area

judges about restoring the Road, interest in the project faded.⁷³

Today the Military Road has largely been forgotten by most Clark County residents, but it continues to live in a series of tantalizing myths handed down through the generations. Some are plausible, others are ludicrous. One of the more believable tales comes from the Caddo River Valley west of Interstate 30. Residents there hold that Davy Crockett camped in the area on his way down the Southwest Trail to Texas. A pair of more fanciful stories emerges from the Antoine River area. In a strange twist on the Johnny Appleseed legend, one local insists that Stephen F. Austin planted the many Bois d' Arc trees that line the route in that part of the county. He also asserts that Abraham Lincoln spent the night in one of the area homes. The former is unlikely, the latter is ridiculous, but it is the Military Road's presence that makes them seem so enticingly possible.

Indeed, the memory and legacy of the Southwest Trail have outlasted the shuffle of Indians, the cutting roll of settler wagons, and the metered march of weary soldiers. It has outlived the hissing charge of steam engines and the roaring rush of automobiles, though be it mostly in concept. Since its first path was worn down by the feet of prehistoric creatures, its location has influenced those peoples who used it and came to depend on it. Animals foraged along it, people settled near it, trade prospered on it, and travelers moved up and down along the ever-sinking thoroughfare. Now, where people live and how their modern highways are positioned attest to the continuing importance of the route that the old Trail first presented.

Methodology

A narrative history of the Military Road provides fascinating insights into its past, but

⁷³W.H. Halliburton, "'The Old Military Road' That Traversed Southwestern Part Of Arkansas May Be Reactivated As A Tourist Attraction," *Arkansas Gazette*, October 30, 1969.

a physical search for the old route amid modern development brings it decidedly into the present. A goal for this project is to do just that: locate any remaining segments of the Road, record the locations using a GPS receiver, and plot the resulting data on a modern-day topographical map.

Locating segments of the Military Road

The first step in the search for the Old Military Road is understanding what to look for in the forests of Clark County. Today, the route's original roadbed has been worn by decades of development and disuse. In many places it lies under buildings and highways, and only the occasional historical marker serves to indicate its once important location. Yet, many discernible stretches of the Old Road still survive. A trained eye can pick out the sixteen-foot-wide path as it winds through the woods and fields, sunken from years of heavy wagon traffic and erosion. The length of such sections can now only be walked; grass and trees have long overtaken the once-busy roadway.

Physically locating such segments demands reliance on cutting-edge technology as well as old-fashioned conversation. ArcMap, a professional-grade computer mapping software, offers extensive features to assist in the former of these endeavors. One of the more valuable features of the program is its ability to place maps onto a standard framework over which other maps can be layered. For this research, the process involved scanning Clark County General Land Office (GLO) maps into a computer and fitting or "rectifying" them onto the aforementioned framework. These maps, which date from the early-to-mid 1800s, sometimes detail segments of the Military Road. Modern USGS topographic maps layered under the GLO maps provided a modern context for the old surveys. Unfortunately,



Figure 7. Satellite Photograph of Caddo Valley, Arkansas. From Microsoft Corporation, *TerraServer USA*, 25 January 2001, <<http://terraserver.microsoft.com/image.aspx?t=1&s=14&x=154&y=1181&z=15&w=1&q=ccaddo+valley%7car%7c>> (July 2, 2005). Arrow inserted by author.

GLO surveyors did not always survey the roads, and even when they did, the placement was often inaccurate.

Another helpful tool for finding segments of the Military Road was satellite photography. Websites like Microsoft's *TerraServer USA* provided a user-friendly browser that allowed easy access to satellite imagery of the entire country. A picture of Caddo Valley yielded evidence of a segment in a pasture east of town that a later field visit confirmed

(Figure 7). The drawback of this method is its ineffectiveness in wooded areas.

Even with all that technology has to offer, people proved to be the most helpful in the search for segments of the Military Road. The pursuit relied heavily on conversations with Clark County amateur historians and elderly citizens who had either studied the route or learned about it from preceding generations. Part of the appeal of this project was preserving the knowledge of these aged residents that would otherwise be lost.

Recording Segments of the Military Road Using Global Positioning System

In recent years Global Positioning System (GPS) technology has greatly simplified the map-making process for professionals and amateurs alike. This space-based radio navigation system consists of 24 satellites operated by the United States Department of Defense. GPS receivers, which are available for military as well as civilian use, collect signals from the satellites to compute latitude, longitude, altitude, and velocity with varying degrees of accuracy.⁷⁴

This project utilized a consumer-grade Delorme Blue Logger GPS receiver that is WAAS-enabled, meaning it can achieve accuracy to two to three meters. The unit's Bluetooth connectivity allowed it to transfer coordinate information wirelessly for display on a Dell Axim x30 Pocket PC. Topographical maps from Delorme TopoQuads 2.0 loaded on the Pocket PC enabled the user to record points and track location on maps while in the field.

The fieldwork executed to obtain GPS coordinates of the old roadbed involved actually walking the segments. Most GPS readings, taken at 100-foot intervals or less, were accompanied by a photograph of the roadbed. These pictures provide valuable visual

⁷⁴United States Coast Guard, *U.S. Coast Guard Navigation Center*, 21 April 2005, <<http://www.navcen.uscg.gov/faq/gpsfaq.htm>> (5 April 2006).

evidence of the Military Road's current condition that can be credited to a specific location.

Mapping Segments of the Military Road

Plotting the GPS coordinate points on current topographical maps became central to preserving the knowledge of its location and conveying the Military Road's importance in a modern perspective. Such maps show the old road merging in and out of today's state highways and county roads. They serve as a reminder of the disappearing path's influence on present-day Clark County.

The process of transferring GPS coordinates onto maps involved a few simple steps. A freeware program called GPS Utility⁷⁵ first converted the Delorme TopoQuads 2.0 coordinate files from degree decimal minutes to universal transverse mercator (UTM). Once imported into a Microsoft Excel spreadsheet, this UTM data translated well into ArcMap where it could be edited and manipulated.

A color coded system helps to counter the uncertainty involved in locating and mapping a road that has been out of service for 150 years. On the maps, segments on a known route with strong visual evidence are represented by red lines. Yellow lines represent segments that possibly match the road, but yield faint visual evidence.

Conclusion

This research on the Old Military Road in Clark County, Arkansas, should appeal to a wide variety of people with an interest in history on the local, state, and national levels. Residents of Clark County will be fascinated by the rich history that passes right through their own backyards. The desire to preserve and study the remaining segments of the route also should attract the Arkansas Archaeological Survey and the Arkansas Historic

⁷⁵<<http://www.gpsu.co.uk/>>

Preservation Program. The Arkansas Chapter of the Trail of Tears Association will be interested in the role the road played in Indian relocation, for the Trail of Tears National Historic Trail does not yet include the portion of the Military Road from Little Rock to Washington, Arkansas.

Future research on the subject should include similar work done in other Arkansas counties through which the Military Road passes. One worthwhile project would be to expand this project to include General Frederick Steele's entire 1864 route to Camden. Some statewide research is already being attempted by an effort spearheaded by Scott Akridge of Bradford, Arkansas. His volunteer research group hopes to record the history and physical segments of the Southwest Trail from its entrance into the state in northeast Arkansas to its exit in southwest Arkansas. Ideally, such encompassing research will one day elevate the notoriety of the Southwest Trail.

Ironically, the weathered route of the Military Road's once bustling thoroughfare is elusive. For centuries this "beaten path" served as an invaluable guide through an otherwise unknown wilderness, but today surviving segments, cloaked by ancient trees and thick briars, go unnoticed by passing motorists. They lie silent, clinging to the vibrant memory of a wilder time and place, where men hunted bear and "a trip to the city" took days. "Some falls are means the happier to rise," wrote Shakespeare, but modern society in Clark County undoubtedly owes a debt to its earliest thoroughfare, the vanishing Southwest Trail.

APPENDIX ONE

MAPS

Figure 1. Clark County, Arkansas

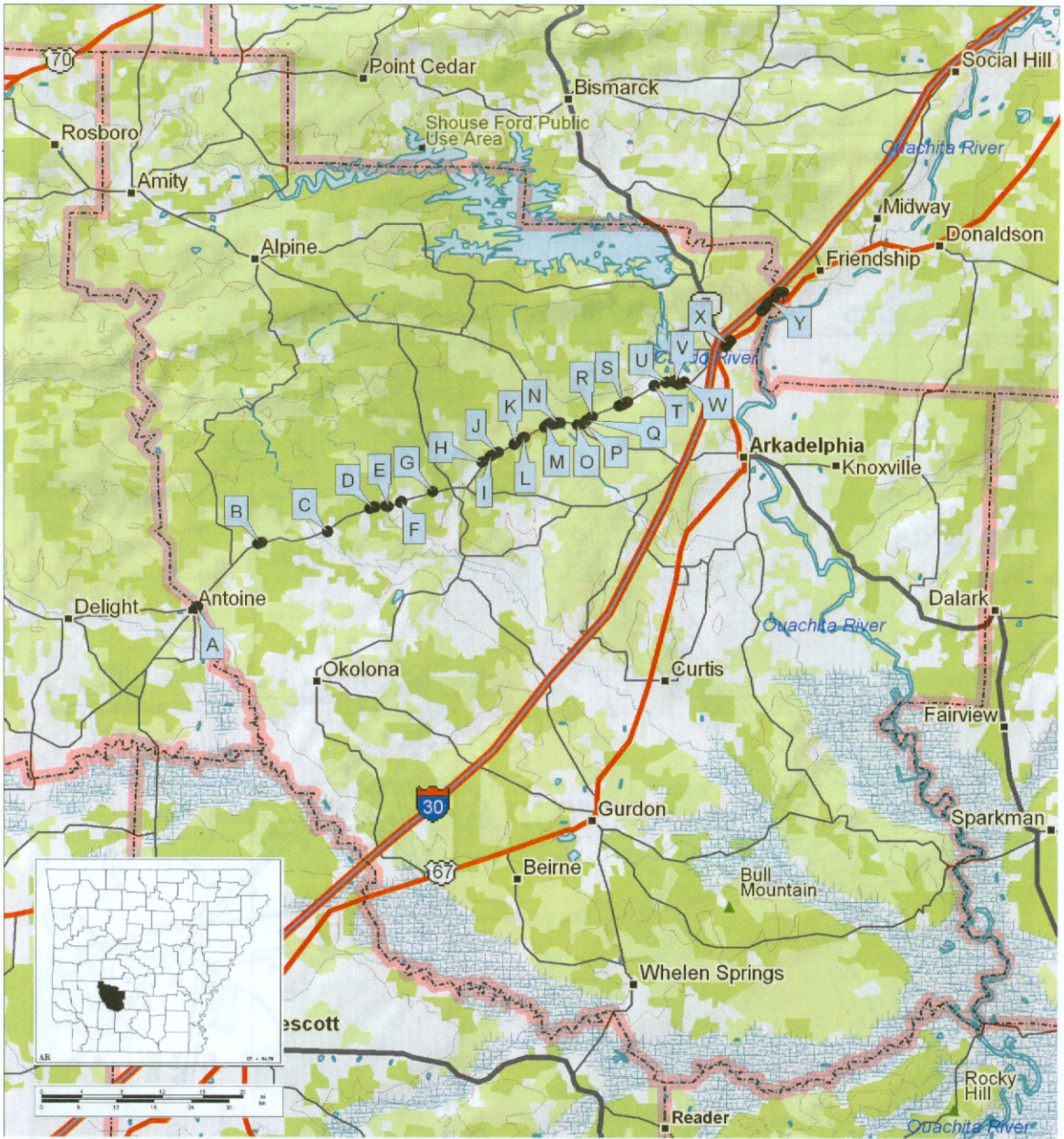


Figure 1. Clark County, Arkansas.

Figure 2. Segment A.

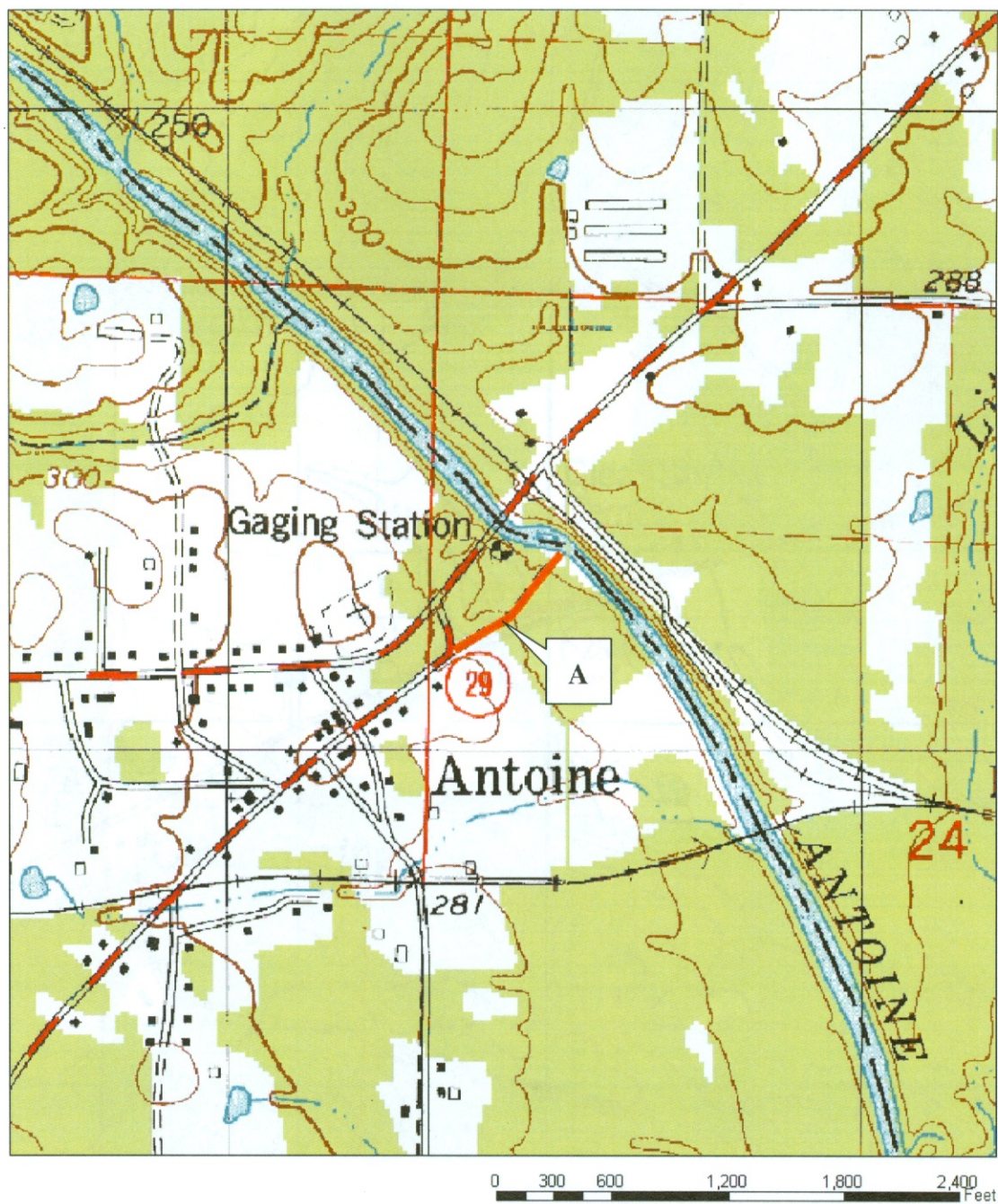


Figure 2. Segment A.

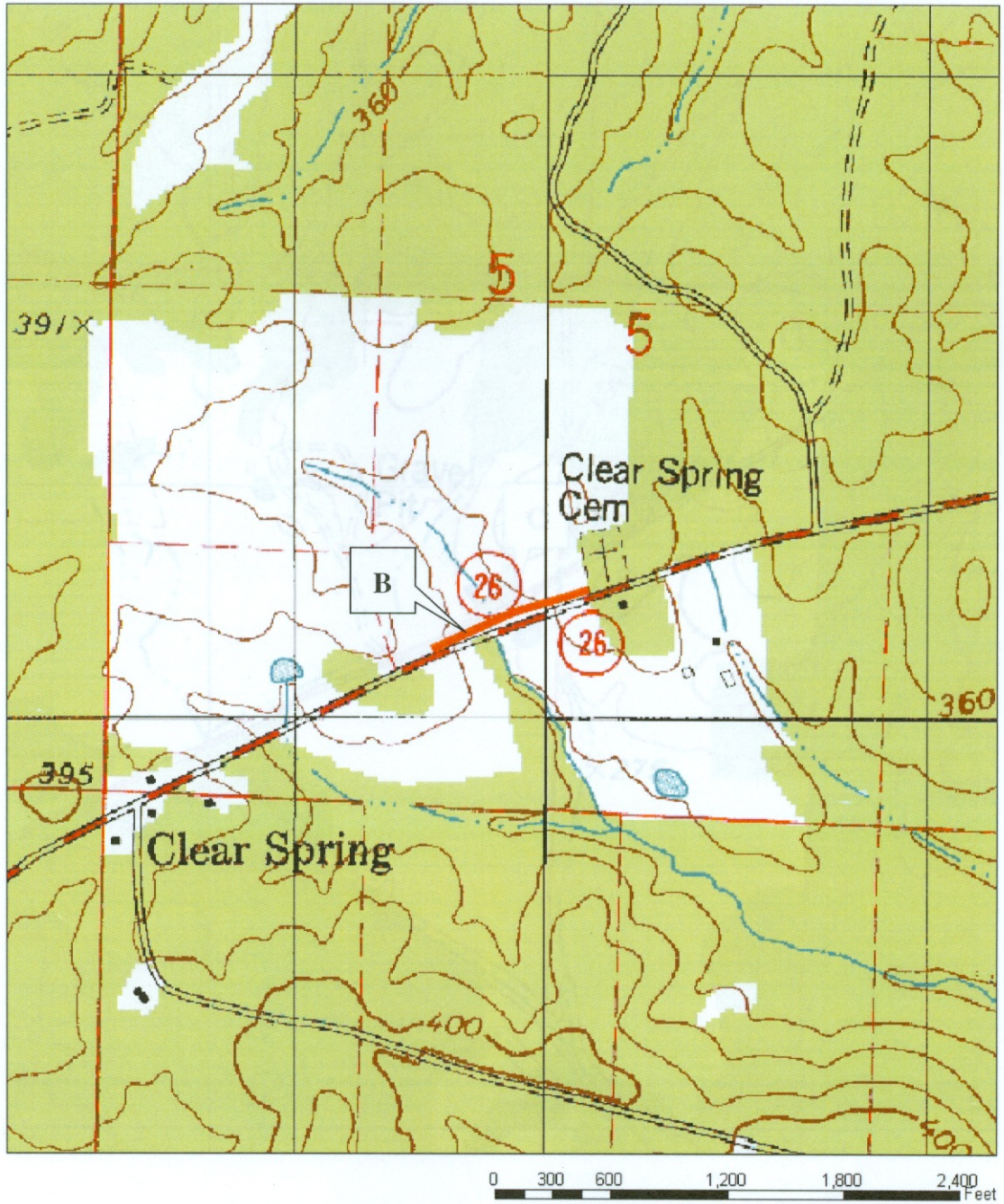


Figure 3. Segment B.

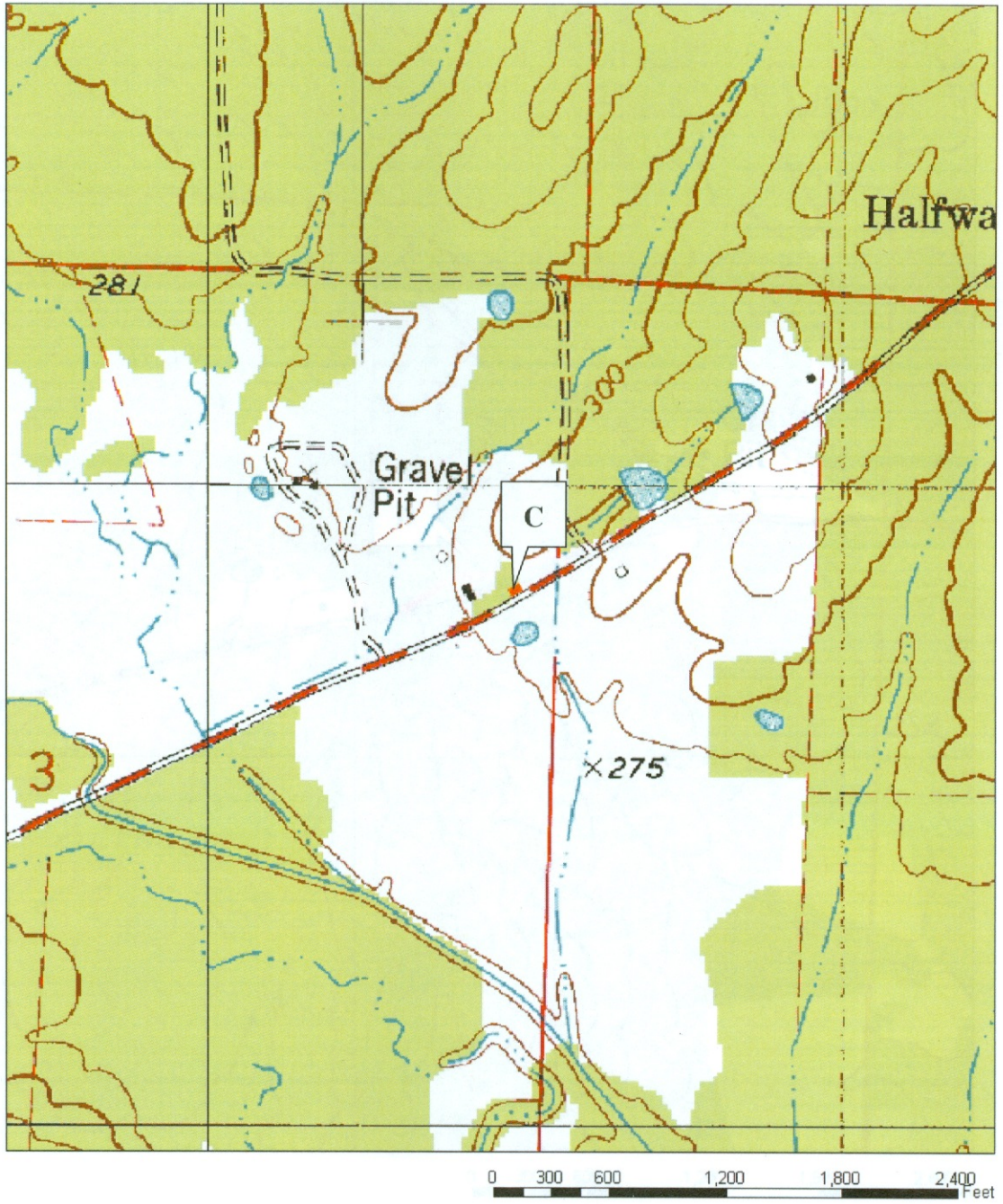


Figure 4. Segment C.

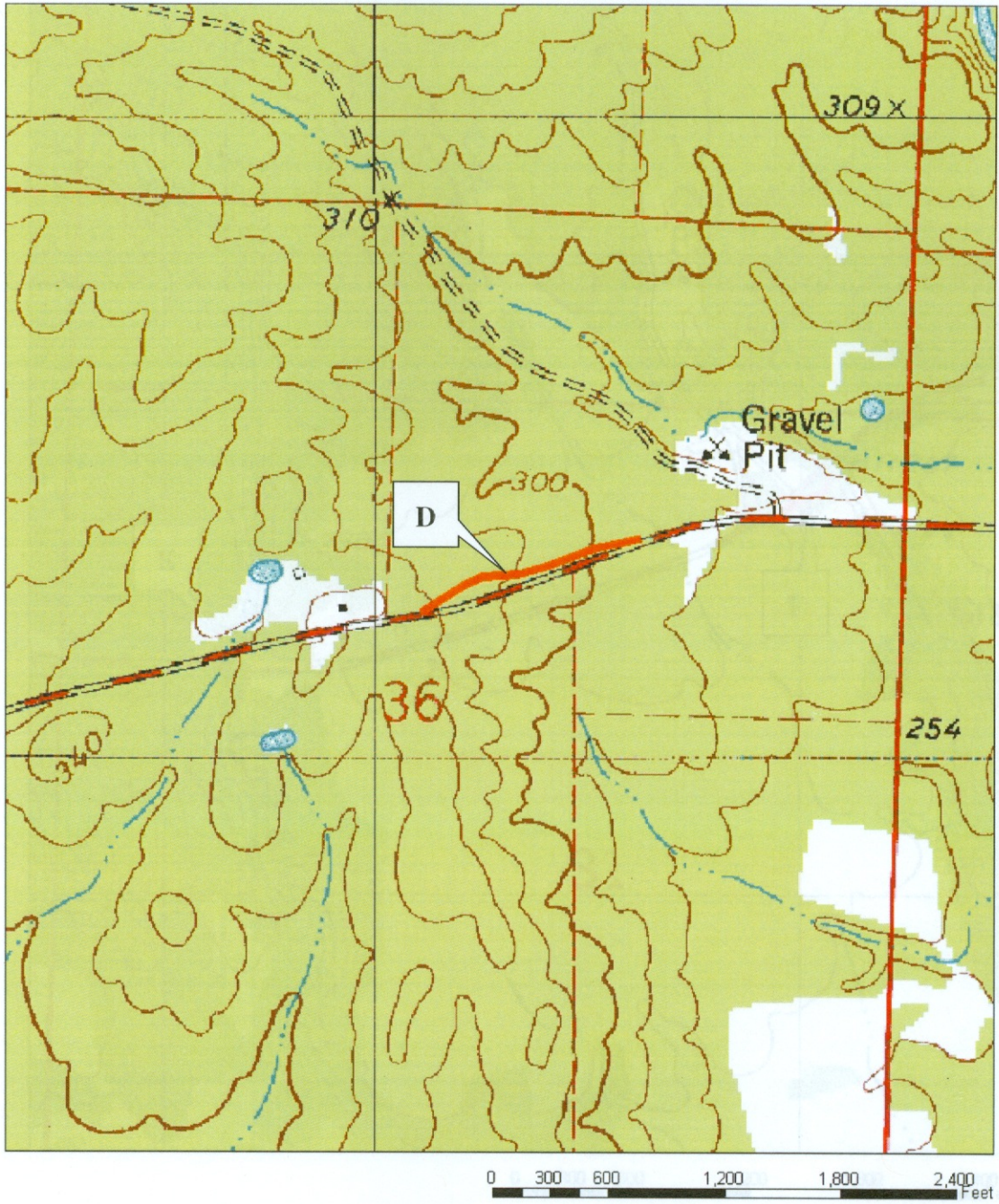


Figure 5. Segment D.

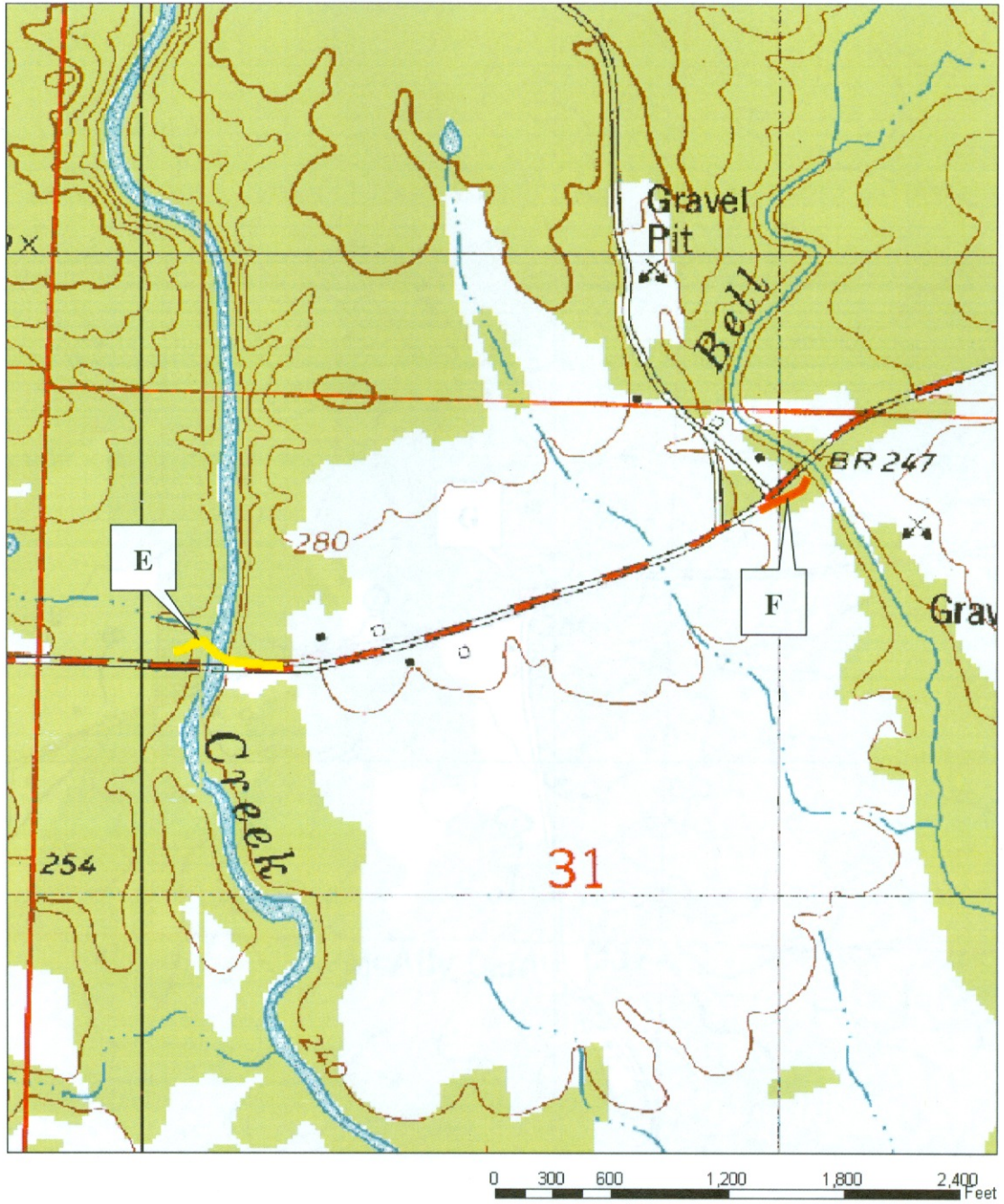


Figure 6. Segments E, F.

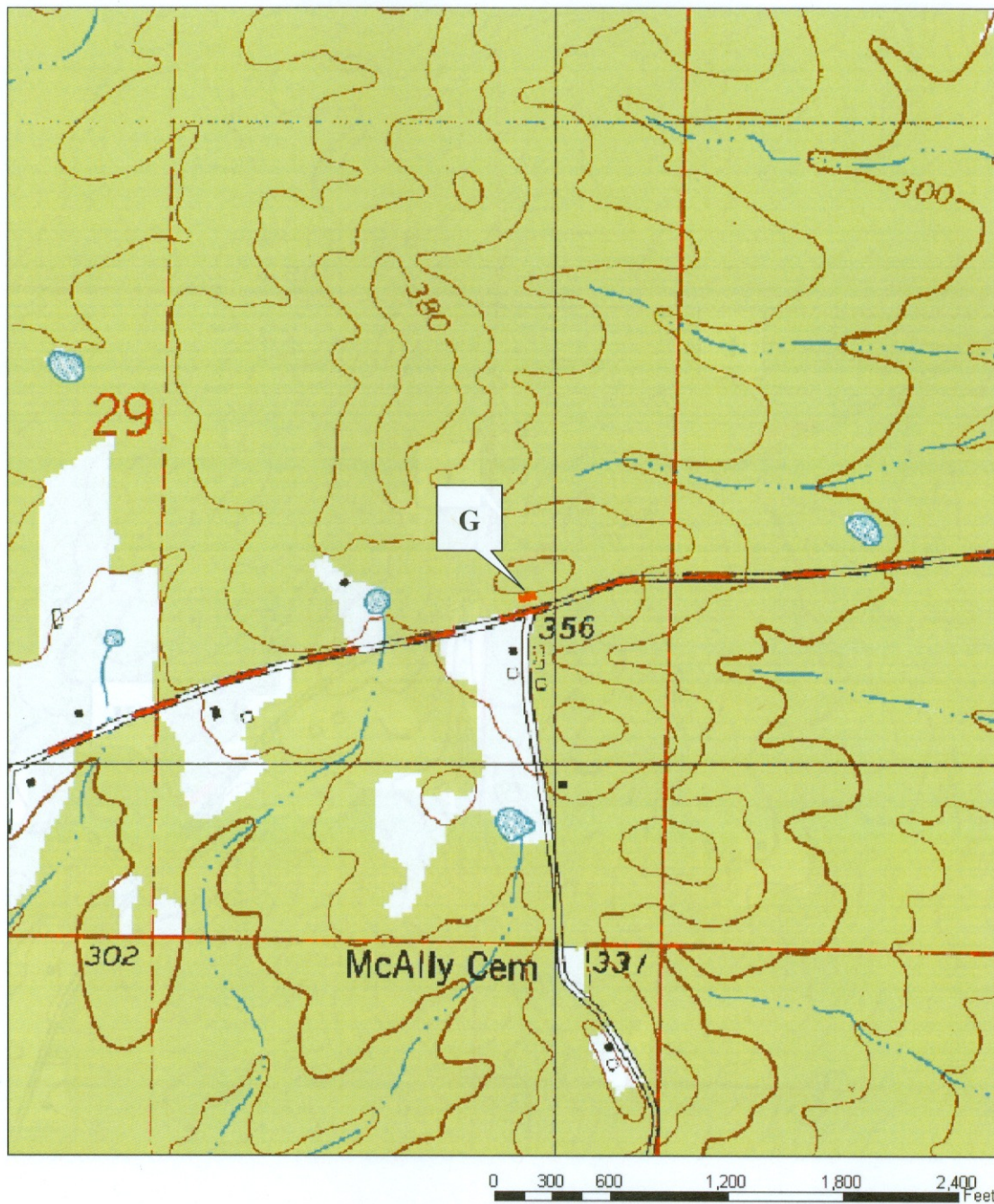


Figure 7. Segment G.

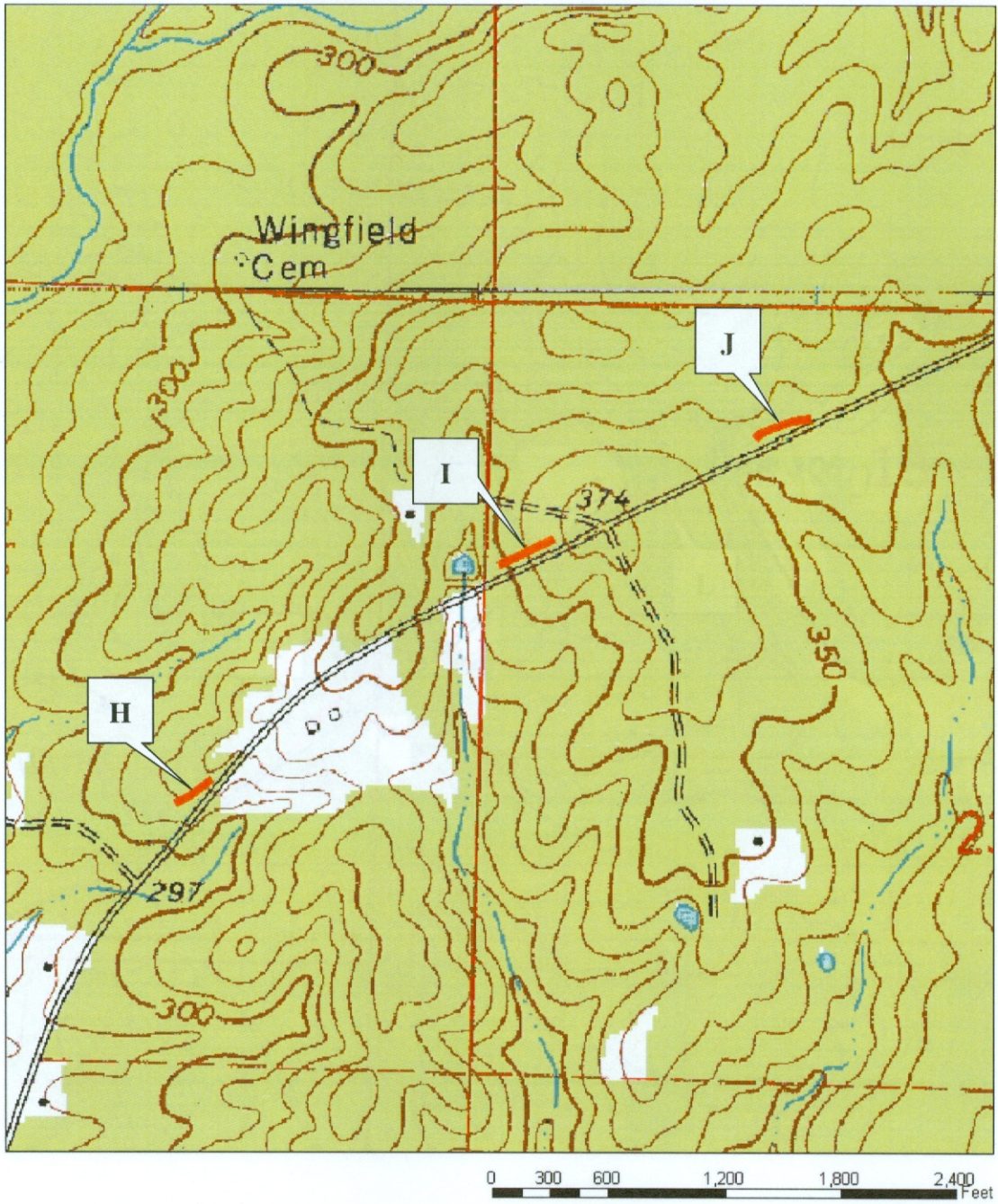


Figure 8. Segments H, I, J.

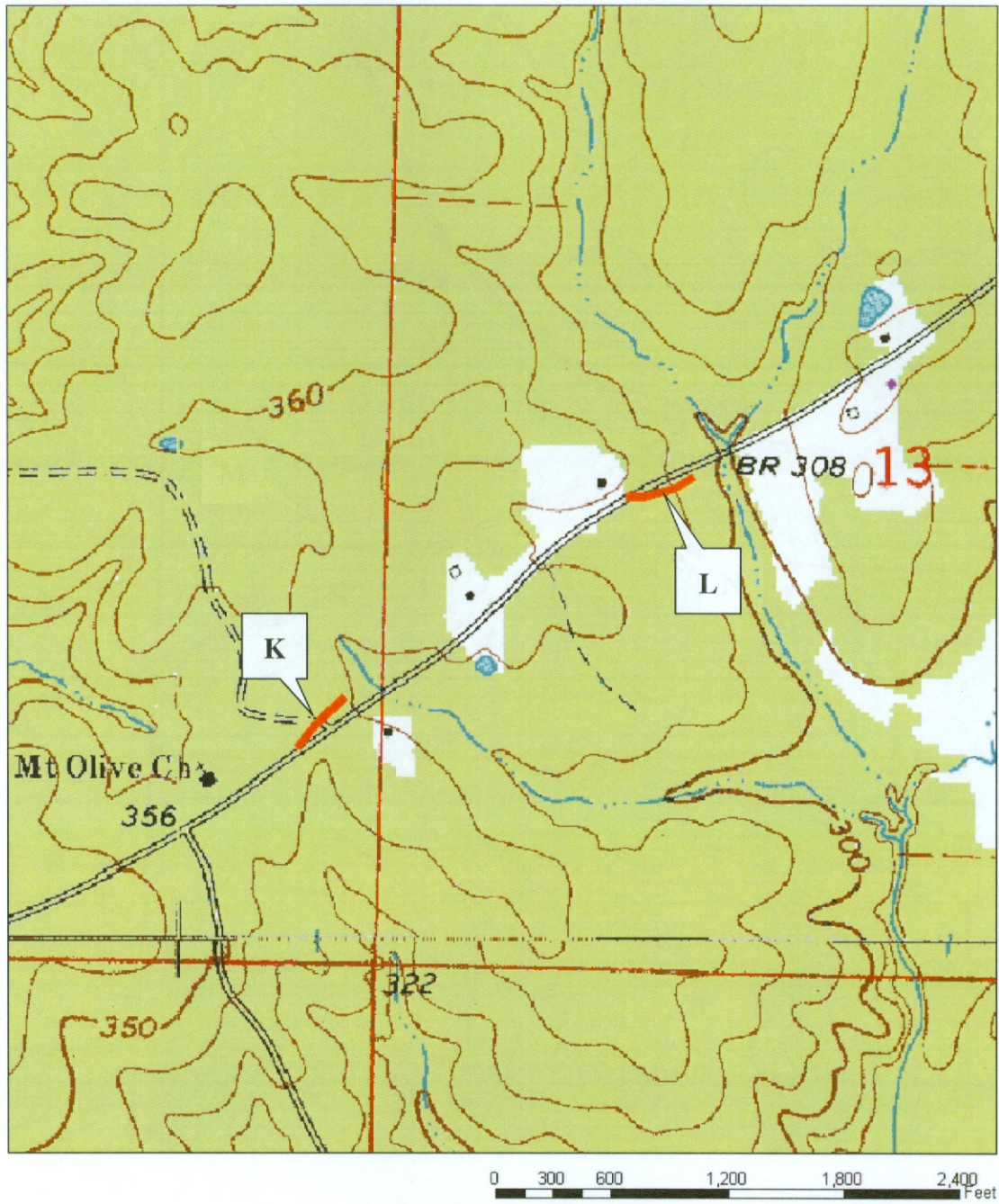


Figure 9. Segments K, L.

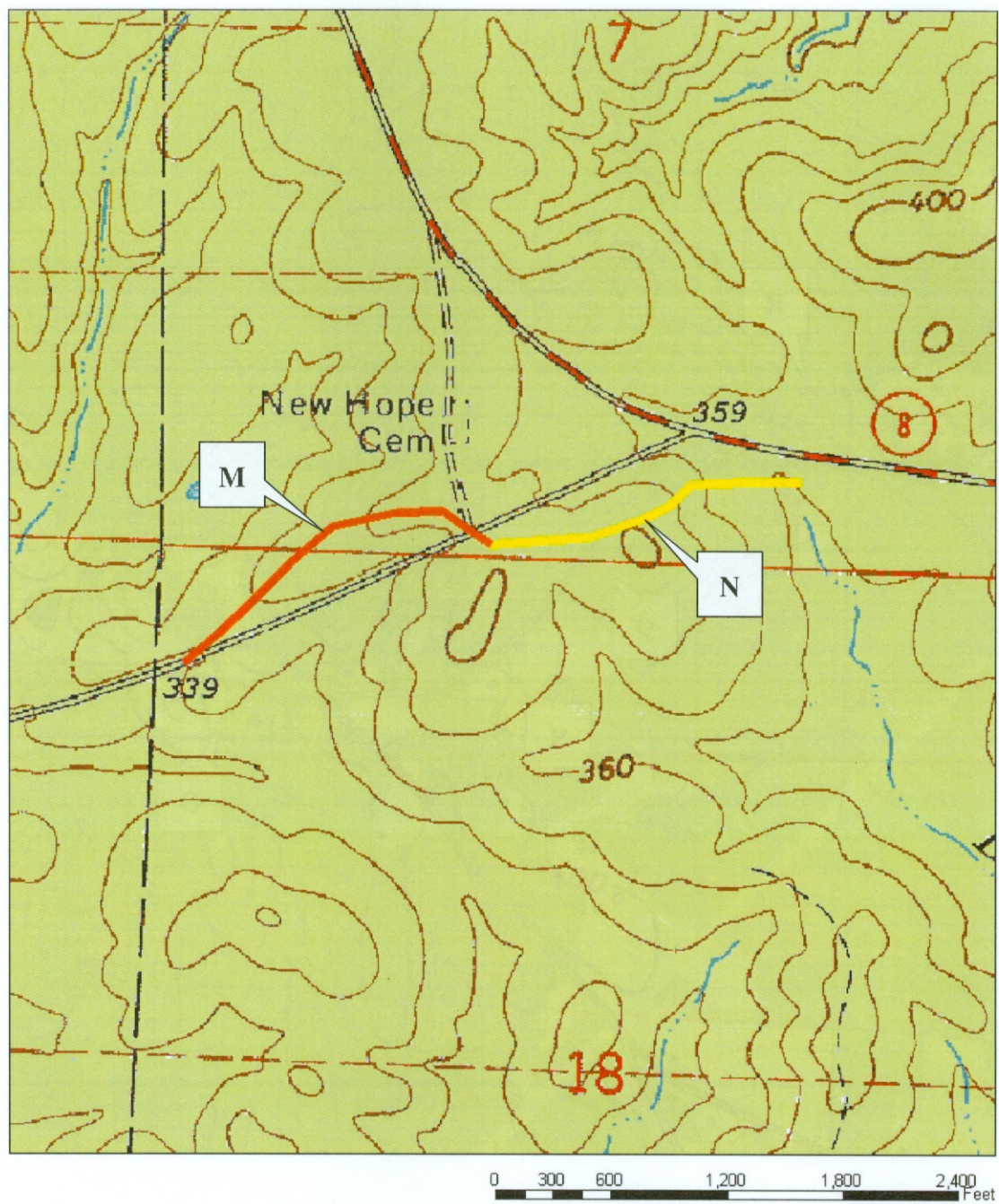


Figure 10. Segments M, N, R.

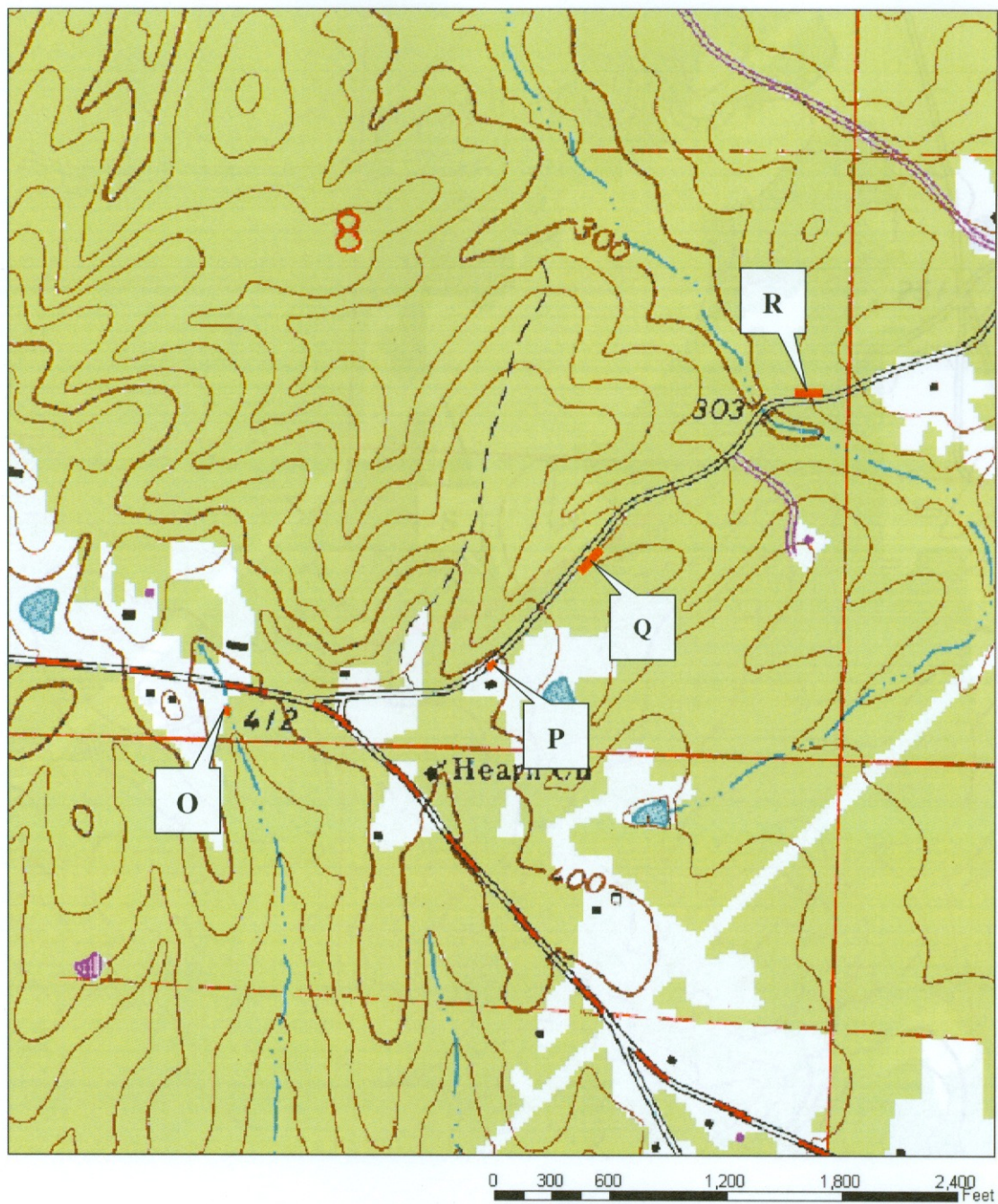


Figure 11. Segments O, P, Q, R.

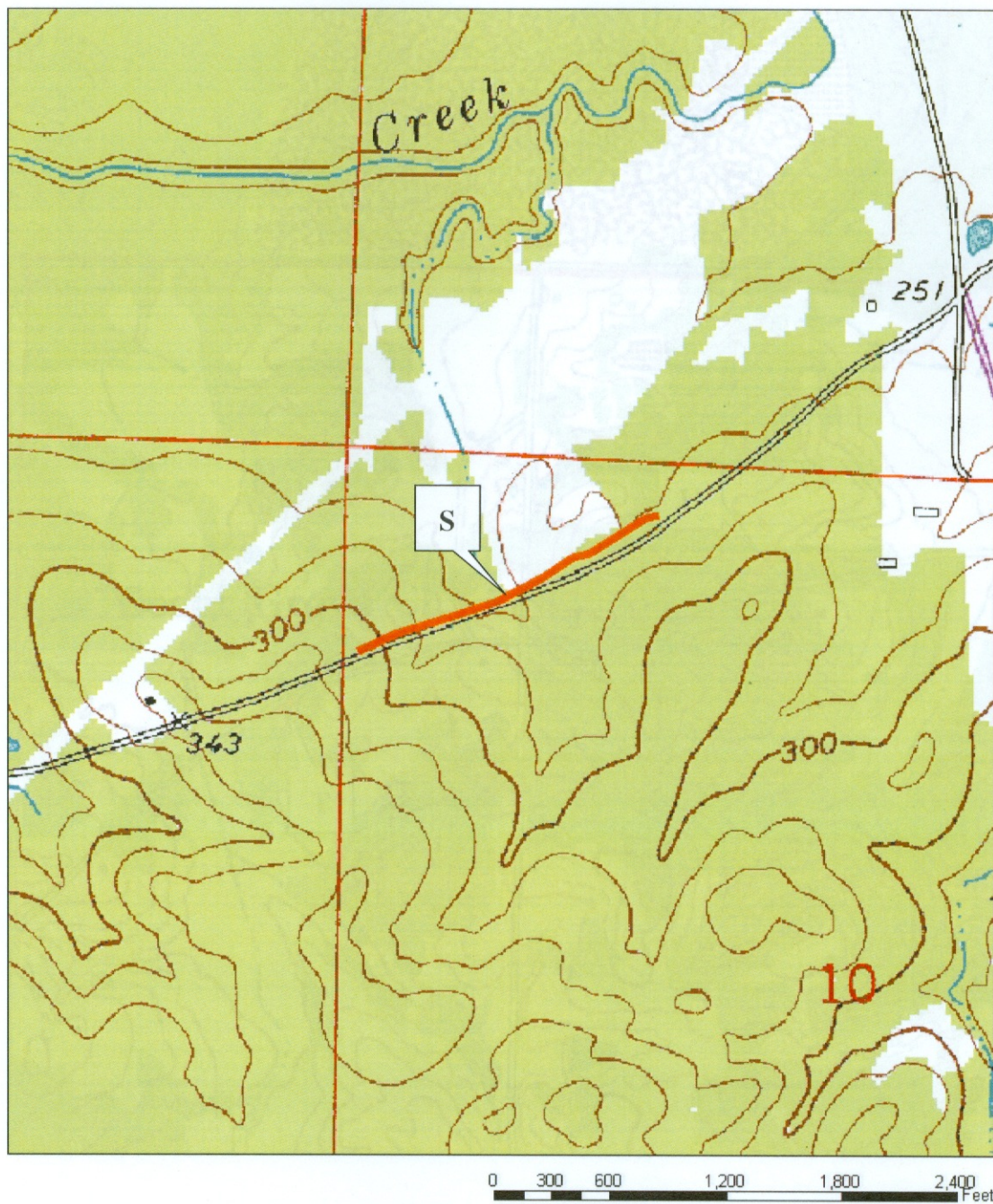


Figure 12. Segment S.

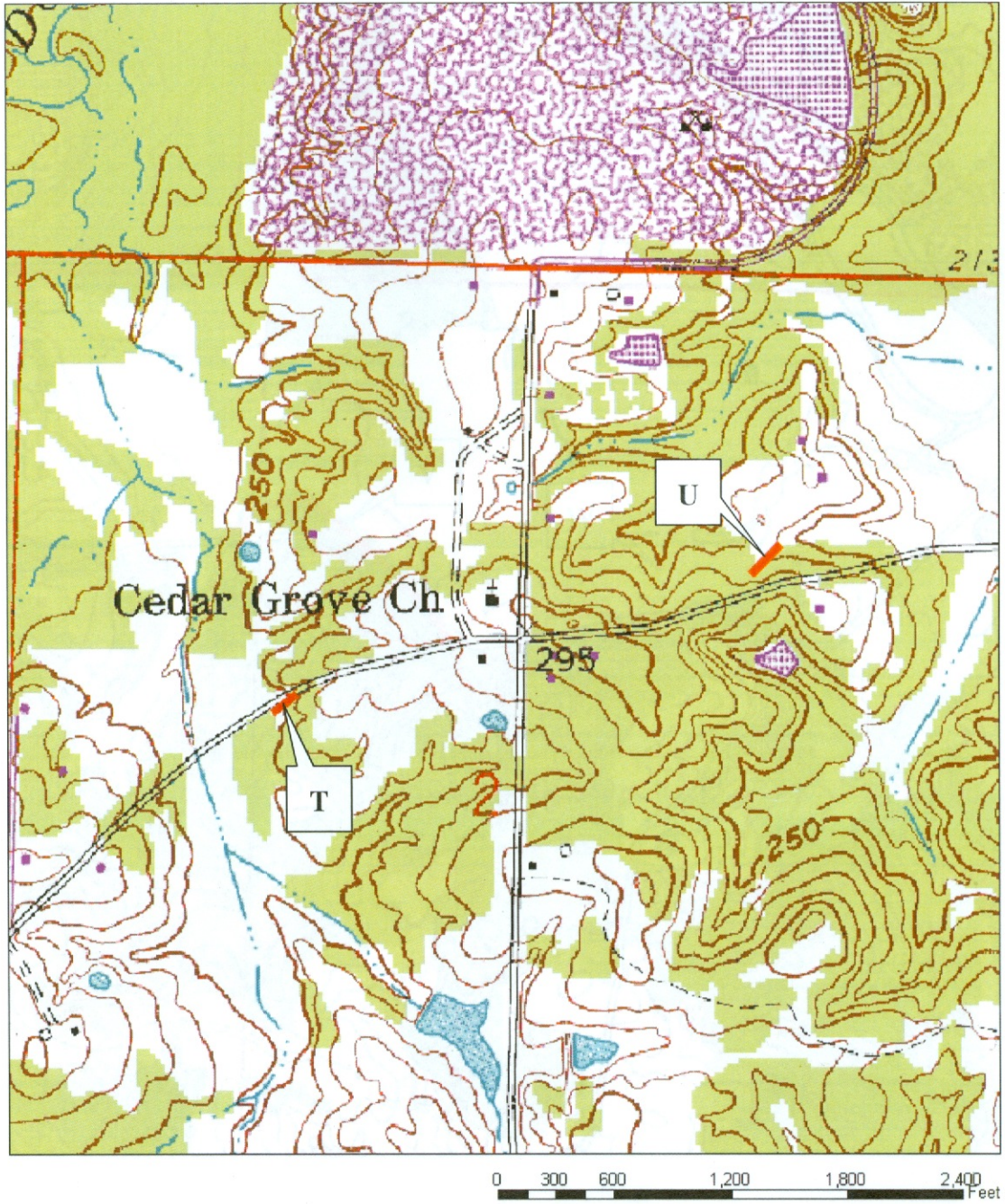


Figure 13. Segments T, U.

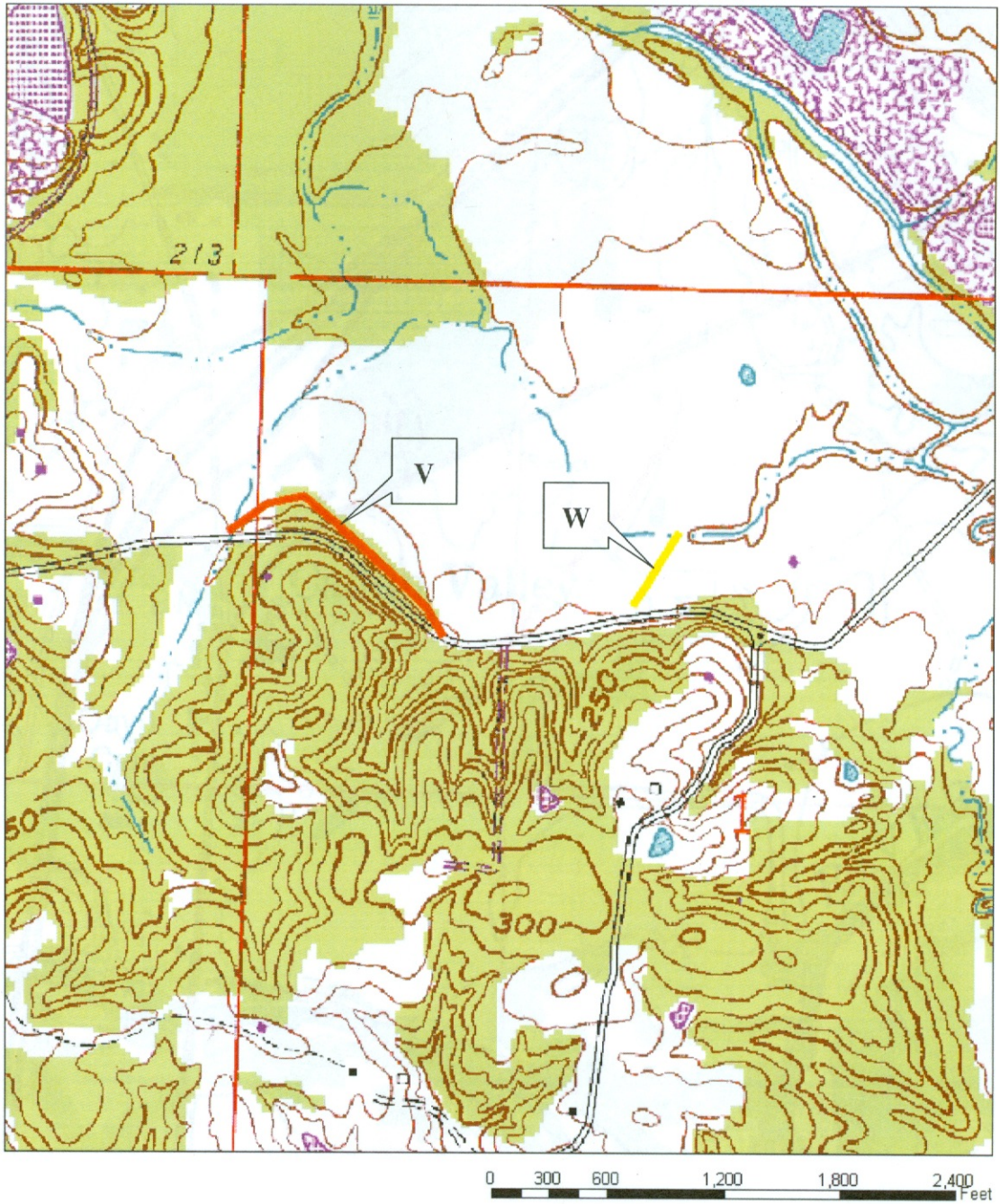


Figure 14. Segments V, W.

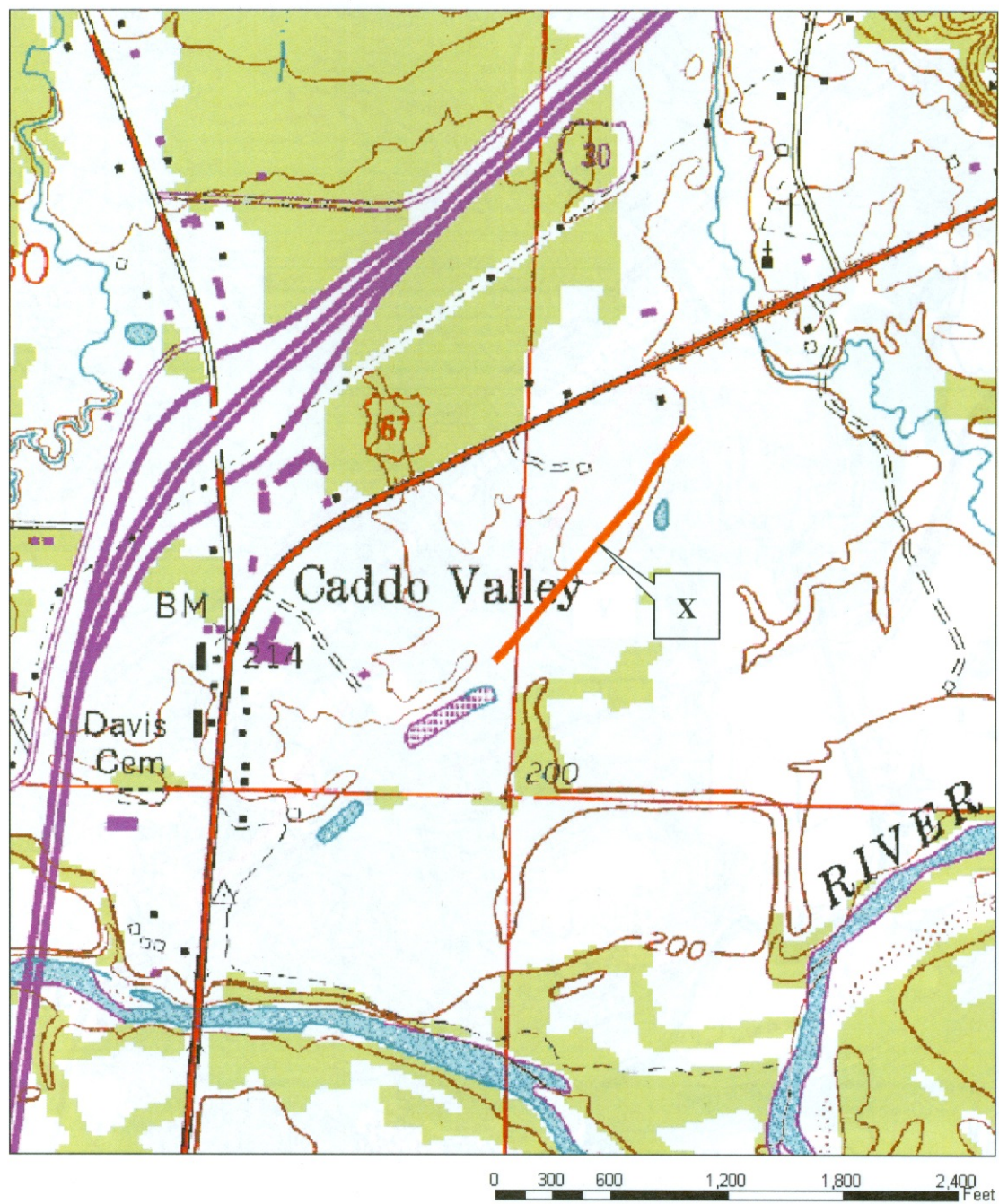


Figure 15. Segment X.

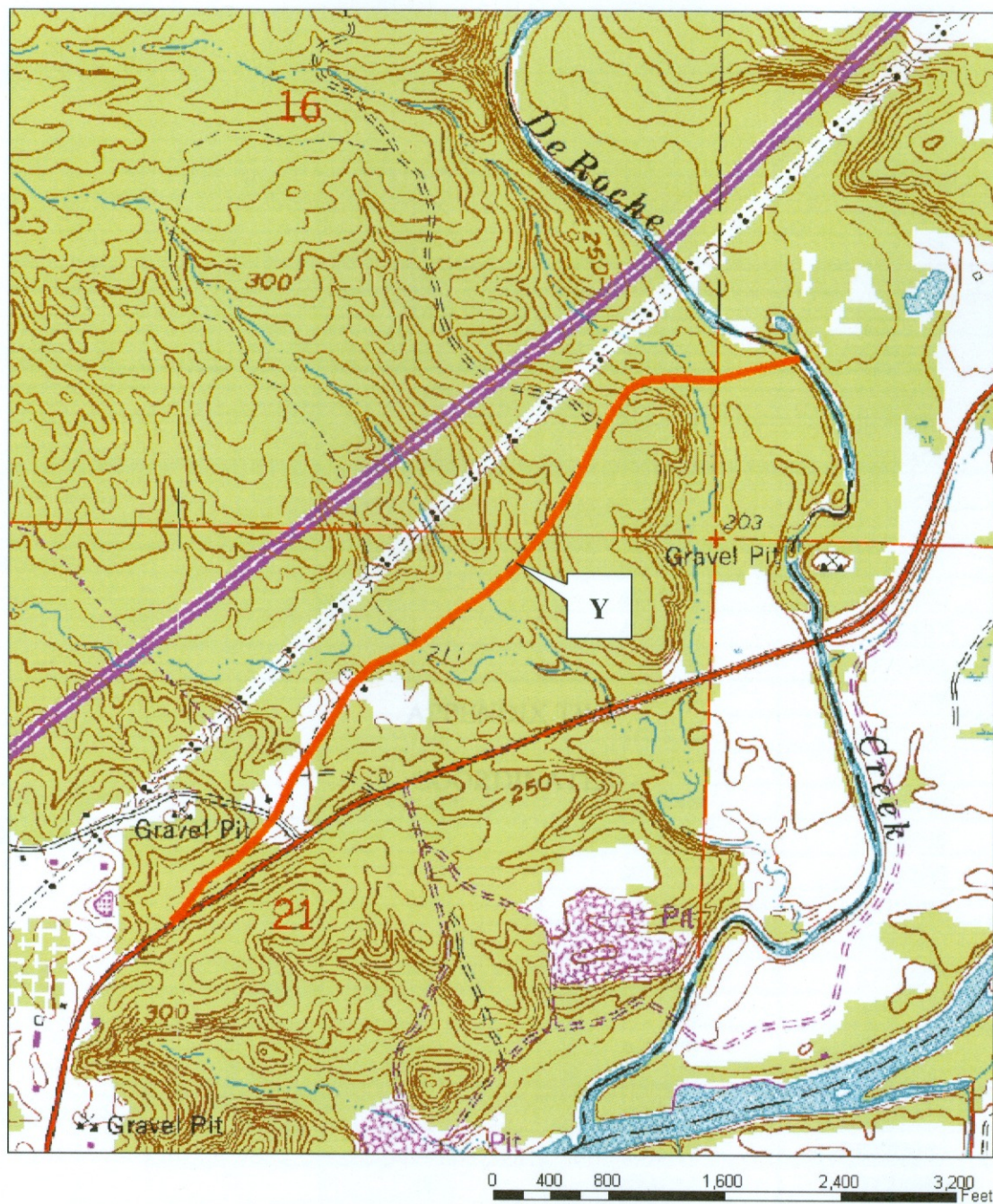


Figure 16. Segment Y.

(TABLE 1)
 UNIVERSAL TRANSVERSE MERCATOR (UTM) COORDINATES BY SEGMENT
 (WGS84)

Segment	Reading	UTM Zone	Easting	Northing
Segment A	1	15S	461348	3766362
	2	15S	461410	3766396
	3	15S	461473	3766435
	4	15S	461535	3766505
Segment B	1	15S	465206	3770312
	2	15S	465357	3770369
	3	15S	465433	3770397
	4	15S	465452	3770406
Segment C	1	15S	469466	3771036
	2	15S	469481	3771044
Segment D	1	15S	472356	3772451
	2	15S	472135	3772473
	3	15S	472154	3772437
	4	15S	472221	3772492
	5	15S	472219	3772505
	6	15S	472326	3772530
	7	15S	472346	3772533
	8	15S	472413	3772549
Segment E	1	15S	473040	3772585
	2	15S	473050	3772590
	3	15S	473059	3772593
	4	15S	473092	3772593
	5	15S	473107	3772590
	6	15S	473126	3772570
	7	15S	473165	3772585
	8	15S	473212	3772601
Segment F	1	15S	473959	3772800
	2	15S	474028	3772800
Segment G	1	15S	474036	3772800
Segment H	1	15S	475943	3773657
	2	15S	475961	3773245
	3	15S	475965	3773259
Segment I	1	15S	475935	3773285
	2	15S	475490	3775619
	3	15S	475536	3775641
Segment J	1	15S	475579	3775681
	2	15S	475864	3775817
	3	15S	475905	3775827
Segment K	1	15S	475953	3775845

APPENDIX TWO
 COORDINATES

TABLE 1

UNIVERSAL TRANSVERSE MERCATOR (UTM) COORDINATES BY SEGMENT
(WGS84)

	Reading	UTM Zone	Easting	Northing
Segment A	1	15S	461348	3766362
	2	15S	461410	3766396
	3	15S	461465	3766455
	4	15S	461495	3766505
Segment B	1	15S	465208	3770312
	2	15S	465337	3770369
	3	15S	465433	3770397
	4	15S	465452	3770406
Segment C	1	15S	469465	3771036
	2	15S	469481	3771044
Segment D	1	15S	472066	3772431
	2	15S	472135	3772473
	3	15S	472164	3772487
	4	15S	472221	3772492
	5	15S	472269	3772506
	6	15S	472326	3772530
	7	15S	472346	3772535
	8	15S	472413	3772549
Segment E	1	15S	473040	3772585
	2	15S	473060	3772590
	3	15S	473069	3772599
	4	15S	473088	3772599
	5	15S	473107	3772580
	6	15S	473126	3772570
	7	15S	473165	3772565
	8	15S	473212	3772561
Segment F	1	15S	473959	3772806
	2	15S	474026	3772839
	3	15S	474035	3772858
Segment G	1	15S	475943	3773467
Segment H	1	15S	478981	3775245
	2	15S	479005	3775259
	3	15S	479038	3775285
Segment I	1	15S	479490	3775619
	2	15S	479536	3775641
	3	15S	479579	3775661
Segment J	1	15S	479894	3775817
	2	15S	479905	3775827
	3	15S	479953	3775845

TABLE 1—continued

	Reading	UTM Zone	Easting	Northing
	4	15S	479982	3775850
Segment K	1	15S	480963	3776344
	2	15S	480993	3776381
	3	15S	481040	3776423
Segment L	1	15S	481484	3776736
	2	15S	481513	3776736
	3	15S	481560	3776751
	4	15S	481588	3776769
Segment M	1	15S	482822	3777371
	2	15S	482877	3777417
	3	15S	482903	3777444
	4	15S	482931	3777467
	5	15S	482988	3777528
	6	15S	483056	3777585
	7	15S	483159	3777608
	8	15S	483231	3777609
	9	15S	483259	3777589
	10	15S	483306	3777557
Segment N	1	15S	483306	3777557
	2	15S	483464	3777570
	3	15S	483551	3777599
	4	15S	483587	3777618
	5	15S	483624	3777651
	6	15S	483710	3777656
	7	15S	483798	3777656
Segment O	1	15S	484820	3777532
Segment P	1	15S	485233	3777611
Segment Q	1	15S	485370	3777756
	2	15S	485399	3777799
Segment R	1	15S	485718	3778032
	2	15S	485761	3778032
Segment S	1	15S	487385	3778660
	2	15S	487453	3778693
	3	15S	487514	3778722
	4	15S	487590	3778745
	5	15S	487671	3778771
	6	15S	487743	3778809
	7	15S	487792	3778840
	8	15S	487818	3778847
	9	15S	487909	3778902
	10	15S	487928	3778907
Segment T	1	15S	489521	3779873

TABLE 1—*continued*

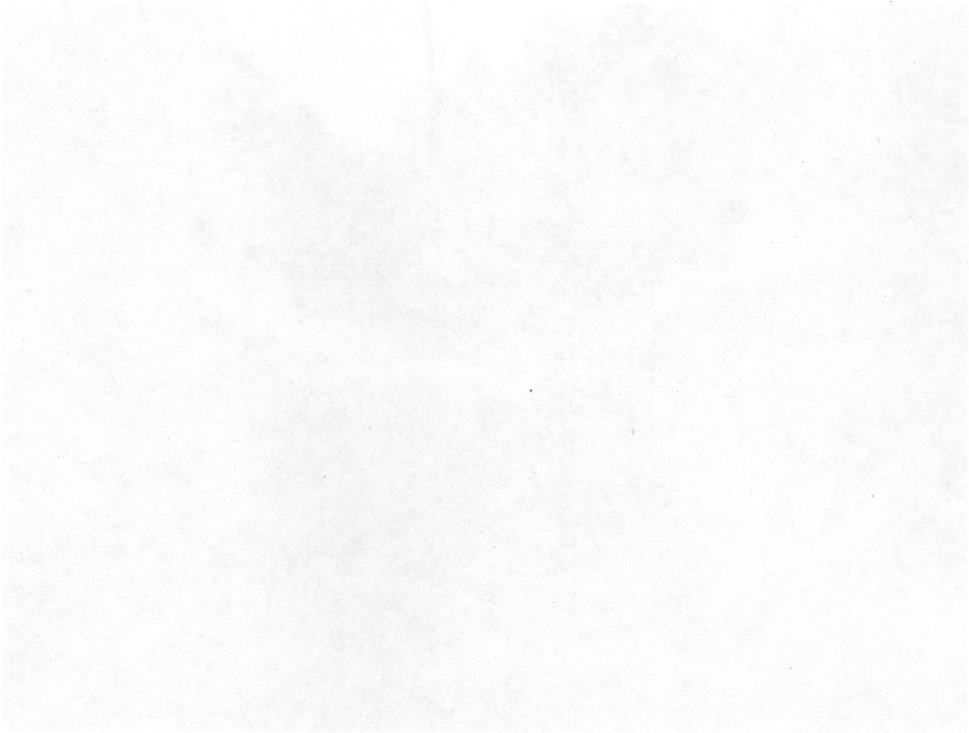
	Reading	UTM Zone	Easting	Northing
	2	15S	489557	3779906
Segment U	1	15S	490274	3780082
	2	15S	490322	3780129
Segment V	1	15S	490680	3780136
	2	15S	490714	3780160
	3	15S	490742	3780181
	4	15S	490800	3780191
	5	15S	490851	3780149
	6	15S	490902	3780104
	7	15S	490972	3780039
	8	15S	490993	3780020
	9	15S	491022	3779971
	Segment W	1	15S	491317
2		15S	491339	3780054
3		15S	491360	3780091
4		15S	491391	3780137
Segment X	1	15S	493370	3782073
	2	15S	493915	3782282
	3	15S	493965	3782339
	4	15S	494032	3782405
	5	15S	494076	3782467
	6	15S	494140	3782539
	7	15S	494168	3782589
Segment Y	1	15S	496135	3784422
	2	15S	496156	3784448
	3	15S	496208	3784512
	4	15S	496271	3784555
	5	15S	496311	3784596
	6	15S	496350	3784642
	7	15S	496390	3784728
	8	15S	496426	3784788
	9	15S	496474	3784854
	10	15S	496515	3784924
	11	15S	496524	3784930
	12	15S	496558	3784963
	13	15S	496601	3784983
	14	15S	496651	3785006
	15	15S	496731	3785071
	16	15S	496792	3785112
	17	15S	496853	3785164
	18	15S	496917	3785245
	19	15S	496976	3785336

TABLE 1—*continued*

	Reading	UTM Zone	Easting	Northing
	20	15S	497029	3785445
	21	15S	497059	3785493
	22	15S	497091	3785539
	23	15S	497122	3785558
	24	15S	497177	3785562
	25	15S	497276	3785561
	26	15S	497461	3785604

APPENDIX THREE

PHOTOGRAPHS



APPENDIX THREE

PHOTOGRAPHS

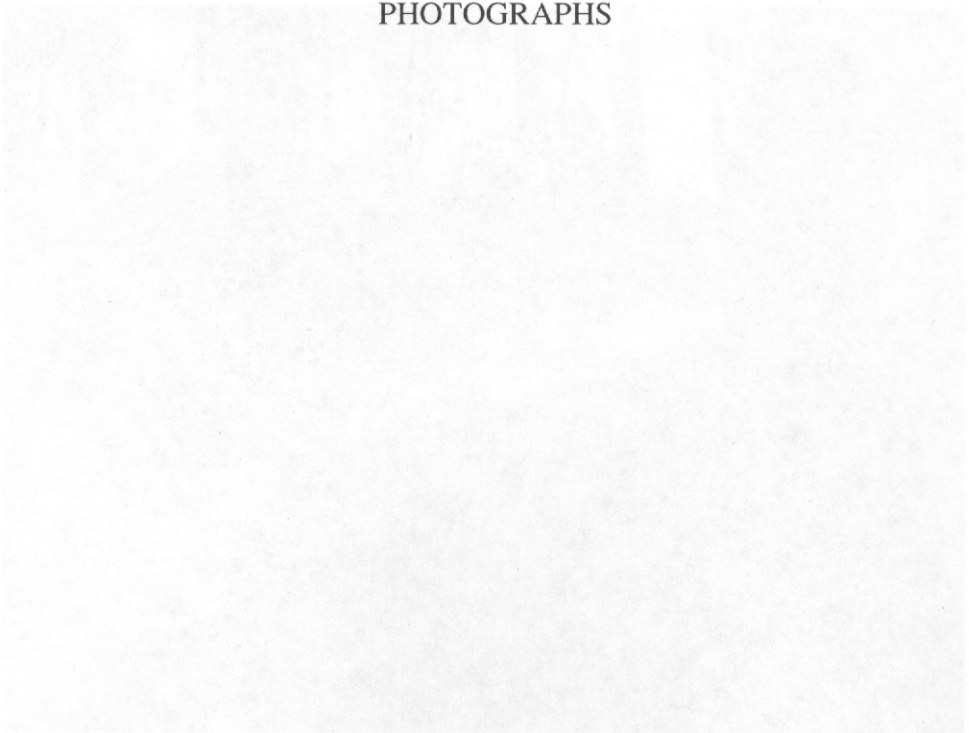


Figure 2. Segment A, reading 3.



Figure 1. Segment A, reading 2.



Figure 2. Segment A, reading 3.

Figure 4. Segment B reading 1.



Figure 3. Segment A, reading 4.



Figure 4. Segment B, reading 1.



Figure 5. Segment B, reading 3.



Figure 6. Segment B, reading 4.



Figure 7. Segment C, reading 2.



Figure 8. Segment D, reading 1.



Figure 9. Segment D, reading 2.



Figure 10. Segment D, reading 3.



Figure 11. Segment D, reading 6.



Figure 12. Segment D, reading 7.



Figure 13. Segment E, reading 1.



Figure 14. Segment E, reading 2.



Figure 15. Segment E, reading 6.



Figure 16. Segment E, reading 7.



Figure 17. Segment F, reading 1.



Figure 18. Segment G, reading 1.



Figure 19. Segment H, reading 1.

Figure 21. Segment I, reading 2.



Figure 20. Segment H, reading 2.

Figure 22. Segment I, reading 3.



Figure 21. Segment I, reading 2.



Figure 22. Segment I, reading 3.



Figure 23. Segment J, reading 1.



Figure 24. Segment J, reading 2.



Figure 25. Segment J, reading 3.



Figure 26. Segment K, reading 2.



Figure 27. Segment K, reading 3.



Figure 28. Segment L, reading 2.



Figure 29. Segment L, reading 3.



Figure 30. Segment L, reading 4.



Figure 31. Segment M, reading 2.



Figure 32. Segment M, reading 4.



Figure 33. Segment M, reading 6.



Figure 36. Figure 34. Segment M, reading 8. reading 1.



Figure 35. Segment M, reading 9.



Figure 36. Segment M, reading 9; segment N, reading 1.



Figure 37. Segment N, reading 2.



Figure 38. Segment N, reading 4.

Figure 40. Segment N, reading 6.



Figure 39. Segment N, reading 5.



Figure 40. Segment N, reading 6.



Figure 41. Segment N, reading 7.



Figure 42. Segment O, reading 1.



Figure 43. Segment P, reading 1.



Figure 44. Segment Q, reading 2.



Figure 45. Segment S, reading 1.



Figure 46. Segment S, reading 2.



Figure 47. Segment S, reading 3.



Figure 48. Segment S, reading 4.



Figure 49. Segment S, reading 9.



Figure 50. Segment T, reading 1.



Figure 51. Segment T, reading 2.



Figure 52. Segment U, reading 1.



Figure 53. Segment U, reading 2.



Figure 54. Segment V, reading 1.



Figure 55. Segment V, reading 2.



Figure 56. Segment V, reading 3.



Figure 57. Segment V, reading 4.



Figure 58. Segment V, reading 6.



Figure 59. Segment V, reading 7.



Figure 60. Segment V, reading 8.

Figure 62. Segment V, reading 1.



Figure 61. Segment V, reading 9.

Figure 63. Segment W, reading 4.



Figure 62. Segment W, reading 1.

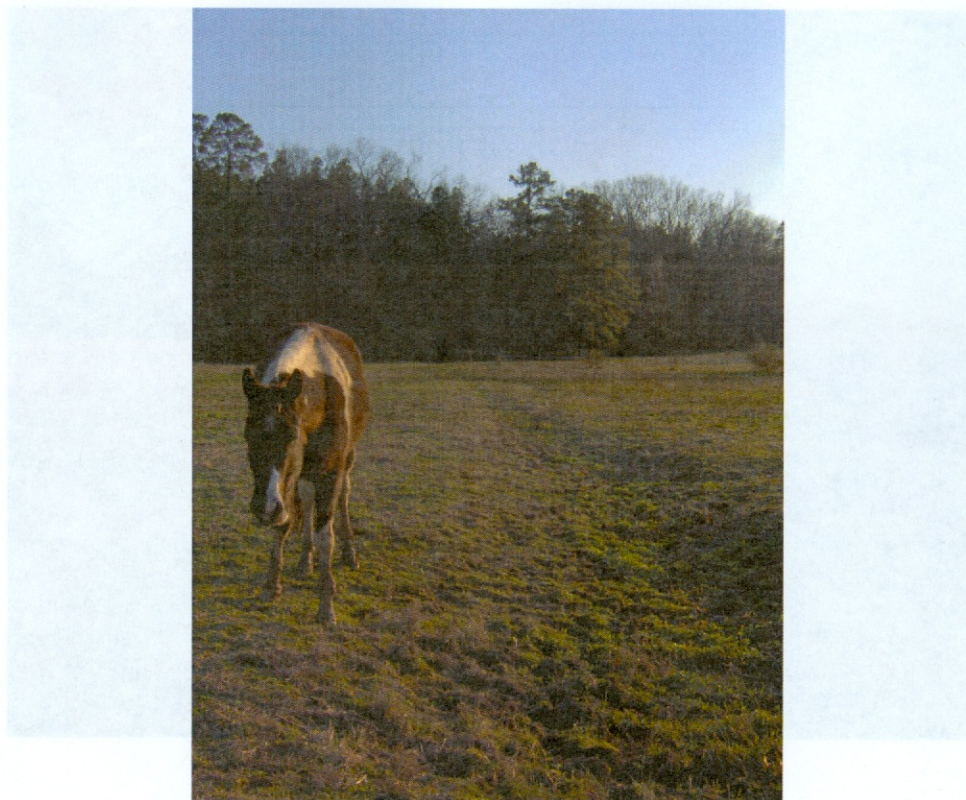


Figure 63. Segment W, reading 4.



Figure 64. Segment X, reading 2.

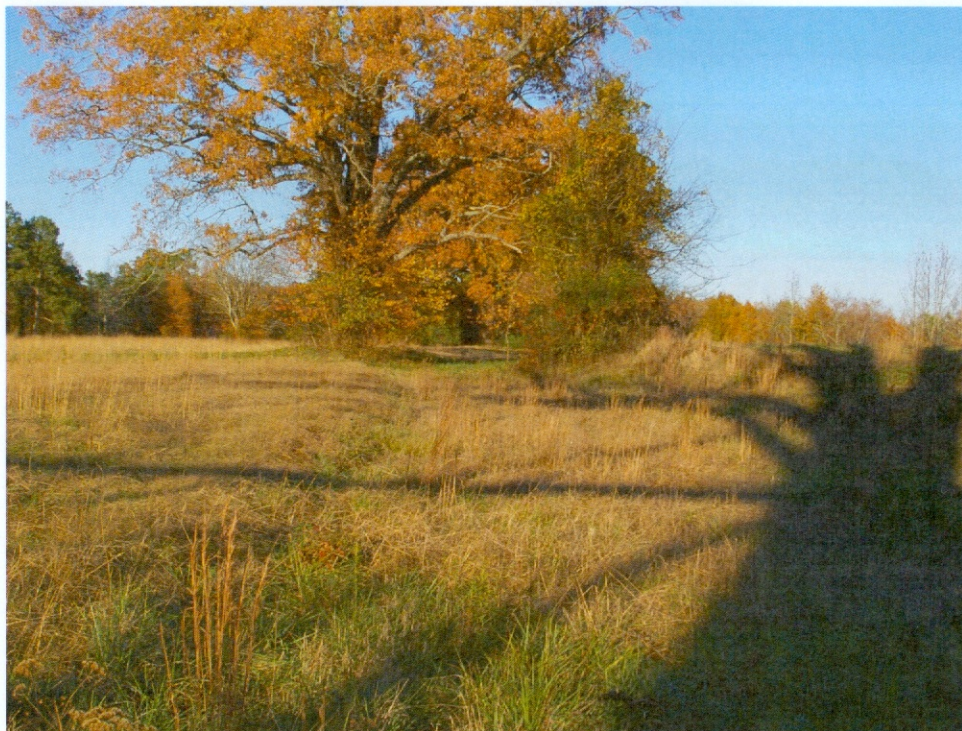


Figure 65. Segment X, reading 3.

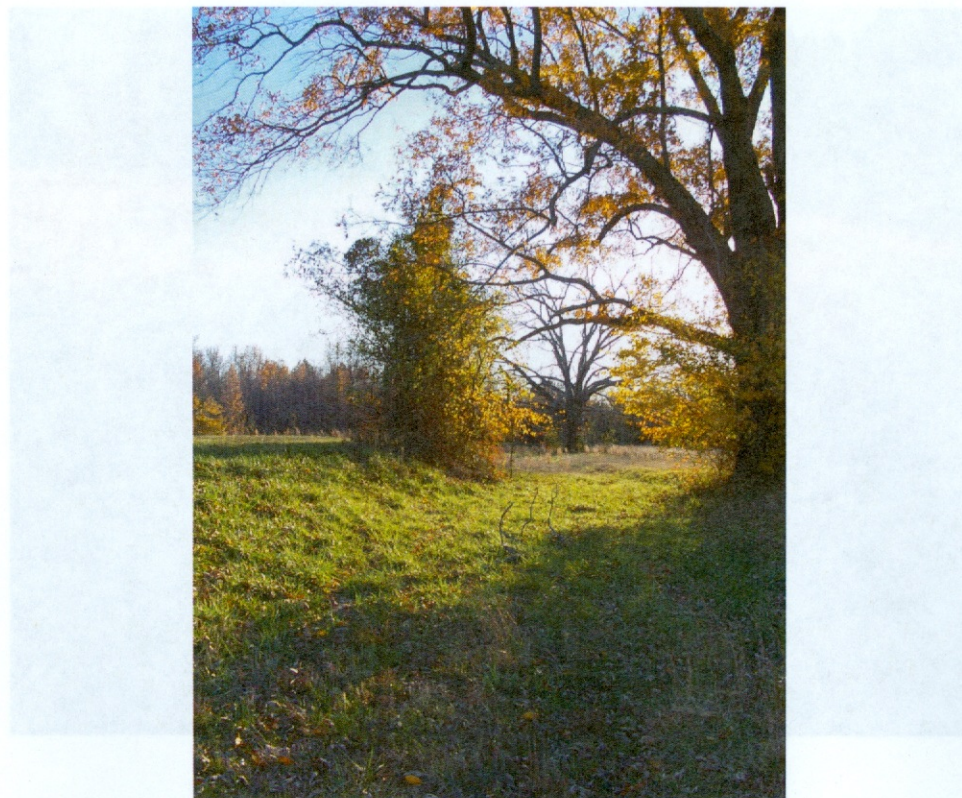


Figure 66. Segment X, reading 4.



Figure 67. Segment X, reading 5.



Figure 68. Segment X, reading 6.



Figure 69. Segment Y, reading 1.



Figure 70. Segment Y, reading 2.



Figure 71. Segment Y, reading 3.

Figure 73. Segment Y, reading 6.



Figure 72. Segment Y, reading 4.

Figure 74. Segment Y, reading 7.



Figure 73. Segment Y, reading 6.



Figure 74. Segment Y, reading 7.



Figure 75. Segment Y, reading 8.



Figure 76. Segment Y, reading 9.

Figure 78. Segment Y, reading 11.



Figure 77. Segment Y, reading 10.



Figure 78. Segment Y, reading 11.



Figure 79. Segment Y, reading 12.



Figure 80. Segment Y, reading 13.



Figure 81. Segment Y, reading 14.



Figure 82. Segment Y, reading 15.



Figure 83. Segment Y, reading 16.



Figure 84. Segment Y, reading 17.



Figure 85. Segment Y, reading 18.



Figure 86. Segment Y, reading 19.



Figure 87. Segment Y, reading 20.



Figure 88. Segment Y, reading 21.



Figure 89. Segment Y, reading 22.



Figure 90. Segment Y, reading 23.



Figure 91. Segment Y, reading 25.



Figure 92. Segment Y, reading 26.

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