

Dover to Clarksville Road – Hickeytown Road Segment

Johnson Co., Arkansas

Name of Property

County and State

S Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NR 5/26/05

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

1. Name of Property

Historic Name: Dover to Clarksville Road Road – Hickeytown Road Segment

Other Name/Site Number: JO0110

2. Location

Street & Number: Hickeytown Road east of U.S. 64

Not for Publication: NA

City/Town: Lamar

Vicinity: X

State: AR County: Johnson Code: AR071 Zip Code: 72846

3. Classification

Ownership of Property: Public-local

Category of Property: Structure

Number of Resources within Property:

Contributing Noncontributing

—	—	buildings
—	—	sites
<u>1</u>	—	structures
—	—	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register: NA

Name of related multiple property listing: Historic and Archeological Resources Associated with the Cherokee Trail of Tears

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets — does not meet the National Register Criteria. — See continuation sheet.

William Matthews 4/11/05

Signature of certifying official

Date

Arkansas Historic Preservation Program

State or Federal agency and bureau

In my opinion, the property — meets — does not meet the National Register criteria. — See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

Dover to Clarksville Road – Hickeytown Road Segment
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5. National Park Service Certification

I, hereby certify that this property is:

- ☐ entered in the National Register
 ☐ See continuation sheet.
- ☐ determined eligible for the
 National Register
 ☐ See continuation sheet.
- ☐ determined not eligible for the
 National Register
- ☐ removed from the National Register
- ☐ other (explain):

Signature of Keeper

Date of Action

6. Function or Use

Historic: TRANSPORTATION Sub: road-related

Current : TRANSPORTATION Sub: road-related

7. Description

Architectural Classification: No style

Materials: foundation Earth, gravel roof NA
 walls NA other NA

Describe present and historic physical appearance:**SUMMARY:**

The Dover to Clarksville Road – Hickeytown Road Segment is a 1.3-mile long segment of gravel road east of Lamar in Johnson County that is deeply incised, about 17 feet wide, and ditched at the edges.

ELABORATION:

The Dover to Clarksville Road – Hickeytown Road Segment is a 1.3-mile long segment of gravel road east of Lamar in Johnson County that is deeply incised, about 17 feet wide, and ditched at the edges.

The entire road designated as Hickeytown Road is about 2.3 miles long, but the westernmost end of the road is paved and thus is not included in the nomination, though it does emulate most of the qualities of the easternmost segment with the exception of its pavement.

While the precise construction dates of the nominated section of road is not known, its depth, width and materials are consistent with other known surviving sections of nineteenth-century roadbeds in the area. Though the ditching detracts somewhat from its appearance, the road section still maintains excellent integrity of feeling, setting and association.

The segment lies within a forested area, as it would have in 1838-39, and retains clearly evident central incisions similar to those that would have been visible to the Cherokees traveling the road during removal, providing integrity of feeling and association. The nominated section is unpaved, providing excellent integrity of materials. The thoroughfare is lined with trees, leaving it in a forested landscape that evokes the woods in which it was located during the removal period, providing excellent integrity of setting and association.

The nominated section of Hickeytown Road in its entirety is approximately 1.3 miles in length. There is some modern development at the westernmost end of the paved section of the Hickeytown Road; the nominated section, however, is sufficiently distant to retain its integrity of feeling and association, yet at the same time long enough to maintain a sense of travel and destination. It conforms to the purported routes taken by the Harris, Whiteley and Bell Detachments as determined by an intensive survey of the entire route of the Bell Detachment of the Cherokee Trail of Tears conducted by the Arkansas Historic Preservation Program and Dr. Duane King of the Museum of the Southwest; it thus has excellent integrity of location. It retains the physical characteristics of an early nineteenth-century roadbed, including its presumed original widths and embankments, giving excellent integrity of design, materials and workmanship as established in the National Register Multiple-Property Documentation Form "Historic and Archeological Resources Associated with the Cherokee Trail of Tears."

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties: Statewide.

Applicable National Register Criteria: A

Criteria Considerations (Exceptions): NA

Areas of Significance: Ethnic Heritage: Native American
Exploration/Settlement
Transportation

Period(s) of Significance: 1834, 1838

Significant Dates: NA

Significant Person(s): NA

Cultural Affiliation: NA

Architect/Builder: NA

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above:

Criterion A, Statewide Significance

SUMMARY:

The Dover to Clarksville Road – Hickeytown Road Segment is eligible for listing on the National Register of Historic Places under Criterion A with Statewide significance by virtue of its status as one of the few intact surviving segments of the roads traversed by the Harris, Whiteley and Bell Detachments during the Cherokee Removal. The property is being submitted for National Register recognition under the multiple-property listing "Historic and Archeological Resources Associated with the Cherokee Trail of Tears."

ELABORATION:

The Harris Detachment

In March 1834, Lt. Joseph Whipple Harris left the eastern United States with a party of 125 Cherokees and set out for the Indian Territory. Harris picked up hundreds of other emigrant Cherokee before crossing the Mississippi River and entering the Arkansas, and his detachment numbered more than 500, many of them sick with measles and other diseases, before arriving at Little Rock on April 6. The party continued on to Cadron settlement (NR listed on May 17, 1974) where a virulent outbreak of cholera killed dozens of Cherokee.¹

On April 26, Harris, himself suffering from cholera, moved the detachment west across Cadron Creek, crossing Point Remove Creek on the 28th. On the 29th, he considered three possible routes to follow to Indian Territory: the Military Road south of the Arkansas and the upper and lower roads north of the river. Ultimately, he decided on the upper road, of which the nominated segment is a part, writing:

The upper road & new cut make, it is said, as direct a route as the military road. It will expose me to no delays, & of ferrying, there are good fords across the Illinois & the Piney, & though the new cut is nothing more than a blazed way through the woods – not a wagon track visible – very rough and here and there boggy, it will shorten our distance, including the delays of ferriage, a day's journey; & will carry us through one or two flourishing settlements where I am sure of obtaining corn and bacon.²

The Harris Detachment would have traversed the nominated road segment on May 2, when he recorded in his journal “reached Parks near Piney 10 AM. Encamped at 4m/Beyond P’s on the ridge. Tolerable range and good water.” This ridge would have been at present-day Lamar, just west of the nominated segment.³

On May 10, the Harris Detachment arrived at its destination: New Dwight Mission in the Indian Territory. Of the more than 500 Cherokees in the party, 81 died during the journey and others would perish from the lingering effects of the hard journey and illness. Harris himself would die in 1837, his health destroyed by the cholera he suffered at Cadron.⁴

The Whiteley Detachment

On June 13, 1838, a party of 875 Cherokees left Chattanooga, Tennessee, under Lt. R.H.K. Whiteley, who was assisted by five assistant conductors, two doctors, three interpreters and a hospital orderly. Traveling by water, the group entered the Arkansas River via the White River cutoff on July 4, then proceeded to Little Rock.⁵

The *Arkansas Times and Advocate* reported on July 9:

Emigrating Cherokees.-A party of 720 Cherokee Indians, under charge of Lieut. Whiteley, U. S. A. arrived here on Saturday last, on the s. b. Smelter, on their way to the West, and encamped on the north bank of the river, about half a mile above town, the water being too low for that boat to proceed, where they are now waiting for conveyance to Fort Gibson.⁶

After switching to a lighter-draft steamboat, the *Tecumseh*, in order to navigate the drought-reduced Arkansas west of the state capital, the party proceeded on July 12 as far as Lewisburg (modern-day Morrilton) where they grounded on Benson’s Bar. On July 20, Whiteley procured 23 wagons and continued toward Indian Territory,

leaving 80 sick Cherokees behind.⁷ He wrote in his journal the next day:

*Procured more wagons and started the balance, much sickness & increasing, three, four, & five deaths per day. Diseases, measles & flux – caused by the use of green peaches & corn.*⁸

The Whiteley Detachment continued moving west, covering from 7 to 16 miles each day as the blistering Arkansas heat continued to take its toll of the sickly Cherokees. The party would have traveled the nominated road segment on July 25 or 26; Whiteley's journal entry for the 25th says: "Started the party before sunrise & encamped for the night at Piney." While there, Josiah Giles and Dr. Robert Hodsden lodged at "Moreland's on Piney Creek," most likely Jeremiah Moreland who owned 240 acres in Section 21, Township 9 North, Range 22 West, which the road segment traversed.⁹

The detachment entered the Indian Territory on August 4, having traveled 1,554 miles, and Whiteley turned them over to an agent there on the 5th. His last journal entry reads:

Turned over the detachment to Mr. C. Nan as directed by Captain Stephenson and found the party in following size:

602 Indians present

65 Indians left the party, and went into the Nation after crossing the line.

*70 deaths on the journey.*¹⁰

The Bell Detachment

The Cherokees who had signed the Treaty of New Echota traveled separately from their fellow tribesmen in a detachment that mixed-blood Cherokee John Bell conducted and for which U.S. Army Lt. Edward Deas was chief administrator. This detachment of some 660 Indians left the emigrating depot at Fort Cass near Charleston, Tennessee, on October 10, 1838.¹¹

Deas reported that the Bell Detachment had crossed the Mississippi by November 24, 1838, noting that he "shipped up the Arkansas River a considerable quantity of the Baggage, Potware &c. &c, on very low terms, which I think will result in a good deal of saving in time and expense."¹² This report is the last known to survive from Deas during his travels with the Bell Detachment, but historian Duane King has assembled Deas's expense vouchers from the National Archives, providing an account of where and when the Bell Detachment traveled along the Memphis to Little Rock Road.

Deas's vouchers show that the party crossed Blackfish Lake on November 28, when he paid H.N. Ferguson to ferry the Cherokee across (Blackfish Lake Ferry Site, NR listed April 10, 2003). Four vouchers show that the party purchased supplies from William Strong. Voucher #98 shows that on November 29 & 30, Strong ferried 650 Cherokees across the St. Francis River. Voucher #34 shows that on November 30, 1838, Deas purchased 50.5 bushels of cornmeal at \$1 per bushel and 1,776 pounds of beef at 4 ½ cents per pound for at total of \$130.42. Voucher #99, also dated November 30, shows Strong sold Deas 59 bushels of corn at \$1 per bushel and 11,016 bundles of fodder at \$4 per hundred bundles for at total of \$99.64. Each of these vouchers was paid

off on December 2. An unnumbered voucher dated December 1, 1838 reads: "Recd of Dr Eddington Four dollars for 1 gallon of French Brandy for the Cherokee Emigration." Based on these vouchers, it probably was between November 30 and December 4 (the date of the last voucher paid in St. Francis County) that the Bell Detachment traveled the well-established Memphis to Little Rock Road segment that now traverses Village Creek State Park (NR listed April 11, 2003).¹³

The detachment reached Little Rock by December 14 and stayed for three days, then followed the Military Road west. They reached Cadron on the 21st (Military Road – Cadron Segment, NR listed January 28, 2004) and crossed Cadron Creek the next day. They followed the Military Road as far as Lewisburg, then followed the same roads traveled by the Harris and Whiteley Detachments. Crossing Point Remove Creek on William Ellis's Ferry on December 25, 1838, the group would have traversed the nominated road segment sometime between then and the 31st, when Deas bought supplies from A.E. Pace on Horsehead Creek west of the road.¹⁴

The Bell Detachment traveled 707 miles in 89 days and disbanded at Vinyard Post Office (present-day Evansville) in Washington County, Arkansas, on January 7, 1839. Twenty-one of the 660 Cherokee Indians who began the journey in Tennessee died en route.¹⁵

The Dover to Clarksville Road

The upper road that Harris described on April 29, 1834, does not appear on the 1829 Government Land Office map for Township 9 North, Range 22 West but does appear as a trace connecting the towns of Dover and Clarksville on an 1844 Arkansas map by M. Breese, perhaps reflecting improvements made in the ensuing decade. Another map by A. Mitchell in 1849 clearly shows the road, which was a recognized thoroughfare by that time. The current appearance of the road most likely reflects its appearance at the time that the Whiteley and Bell Detachments traveled on it.

The Dover to Clarksville Road – Hickeytown Road Segment is eligible for listing on the National Register of Historic Places under Criterion A with Statewide significance by virtue of its status as one of the few intact surviving segments of the roads traversed by the Harris, Whiteley and Bell Detachments during the Cherokee Removal. The property is being submitted for National Register recognition under the multiple-property listing "Historic and Archeological Resources Associated with the Cherokee Trail of Tears."

9. Major Bibliographical References

American Native Press Archives, found at http://anpa.ualr.edu/trail_of_tears/indian_removal_project/

M. Breese, *Arkansas 1844*, Arkansas History Commission

Mark K. Christ and Cathryn H. Slater, *Sentinels of History: Reflections on Arkansas Properties Listed on the National Register of Historic Places* (Fayetteville, AR: University of Arkansas Press, 2000)

Federal Land Patents, found at <http://ftp.rootsweb.com/pub/usgenweb/ar/johnson/land/johnson.txt>

Grant Foreman, *Indian Removal* (Norman, OK: University of Oklahoma Press, 1953)

Duane King, "The Emigration Route of the John A. Bell Detachment of Treaty Party Cherokees within the State of Arkansas, November 25, 1838 – January 7, 1839," Research Paper, 2001

_____, "Punch List and Quadrangle Map Supplement for The Emigration Route of the John A. Bell Detachment of Treaty Party Cherokees within the State of Arkansas, November 25, 1838 – January 7, 1839, with Notations on the Whiteley, Drane and Harris Detachments of Emigrating Cherokees" Research Paper, 2002

A. Mitchell, *New Map of Arkansas, 1849*, Arkansas History Commission

Lt. R.H.K. Whiteley's Journal of Occurrences, found at <http://www.mindspring.com/~wayne.gibson/JP1.gif>

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey #
- ☐ recorded by Historic American Engineering Record #

Primary Location of Additional Data:

- ☒ State historic preservation office
- ☐ Other state agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other -- Specify Repository:

10. Geographical Data

Acreage of Property: The nominated property occupies less than ten acres.

UTM References: Zone Easting Northing Zone Easting Northing

A 15 467315 3920646 B 15 488955 3919321

Verbal Boundary Description:

The property consists of a 30-foot wide strip of land running approximately 1.3 miles and connecting the following UTM points on the Knoxville, Arkansas, quad map: A 15/467315/920646; B 15/488955/3919321.

Boundary Justification:

The property boundaries encompass the section of roadway meeting the registration requirements established in the multiple-property documentation form "Historic and Archeological Resources Associated with the Cherokee Trail of Tears as determined through field survey and GPS documentation on April 9, 2002, by Mark Christ, Holly Hope and Jim Files of the AHPP staff.

11. Form Prepared By

Name/Title: Mark Christ/Community Outreach Director

Organization: Arkansas Historic Preservation Program Date: April 11, 2005

Street & Number: 1500 Tower Bldg., 323 Center St. Telephone: (501) 324-9880

City or Town: Little Rock State: AR ZIP: 72201

¹Grant Foreman, *Indian Removal* (Norman, OK: University of Oklahoma Press, 1953), 253-261.

²Foreman, 260-1; Duane King, "The Emigration Route of the John A. Bell Detachment of Treaty Party Cherokees within the State of Arkansas, November 25, 1838 – January 7, 1839," Research Paper, 2001, 23.

³King, "Emigration Route," 24; Duane King, "Punch List and Quadrangle Map Supplement for The Emigration Route of the John A. Bell Detachment of Treaty Party Cherokees within the State of Arkansas, November 25, 1838 – January 7, 1839, with Notations on the Whiteley, Drane and Harris Detachments of Emigrating Cherokees" Research Paper, 2002, 14.

Stan Hoig, "Cadron" in Mark K. Christ and Cathryn H. Slater, *Sentinels of History: Reflections on Arkansas Properties Listed on the National Register of Historic Places* (Fayetteville, AR: University of Arkansas Press, 2000), 35.

⁵ Foreman, 294-5.

⁶ Quoted in the Arkansas Native Press Archives website at [http://anpa.ualr.edu/trail of tears/indian removal project/a chronicle/cherokee.htm#1838](http://anpa.ualr.edu/trail_of_tears/indian_removal_project/a_chronicle/cherokee.htm#1838), downloaded on January 4, 2005.

⁷ Foreman, 295.

⁸ Lt. R.H.K. Whiteley's Journal of Occurrences, found at <http://www.mindspring.com/~wayne.gibson/JP1.gif>, downloaded April 7, 2004.

⁹ Whiteley Journal; King, "Punch List," 13; Federal Land Patents for Jeremiah Moreland found at <http://ftp.rootsweb.com/pub/usgenweb/ar/johnson/land/johnson.txt>, downloaded on January 3, 2005.

¹⁰ Whiteley Journal

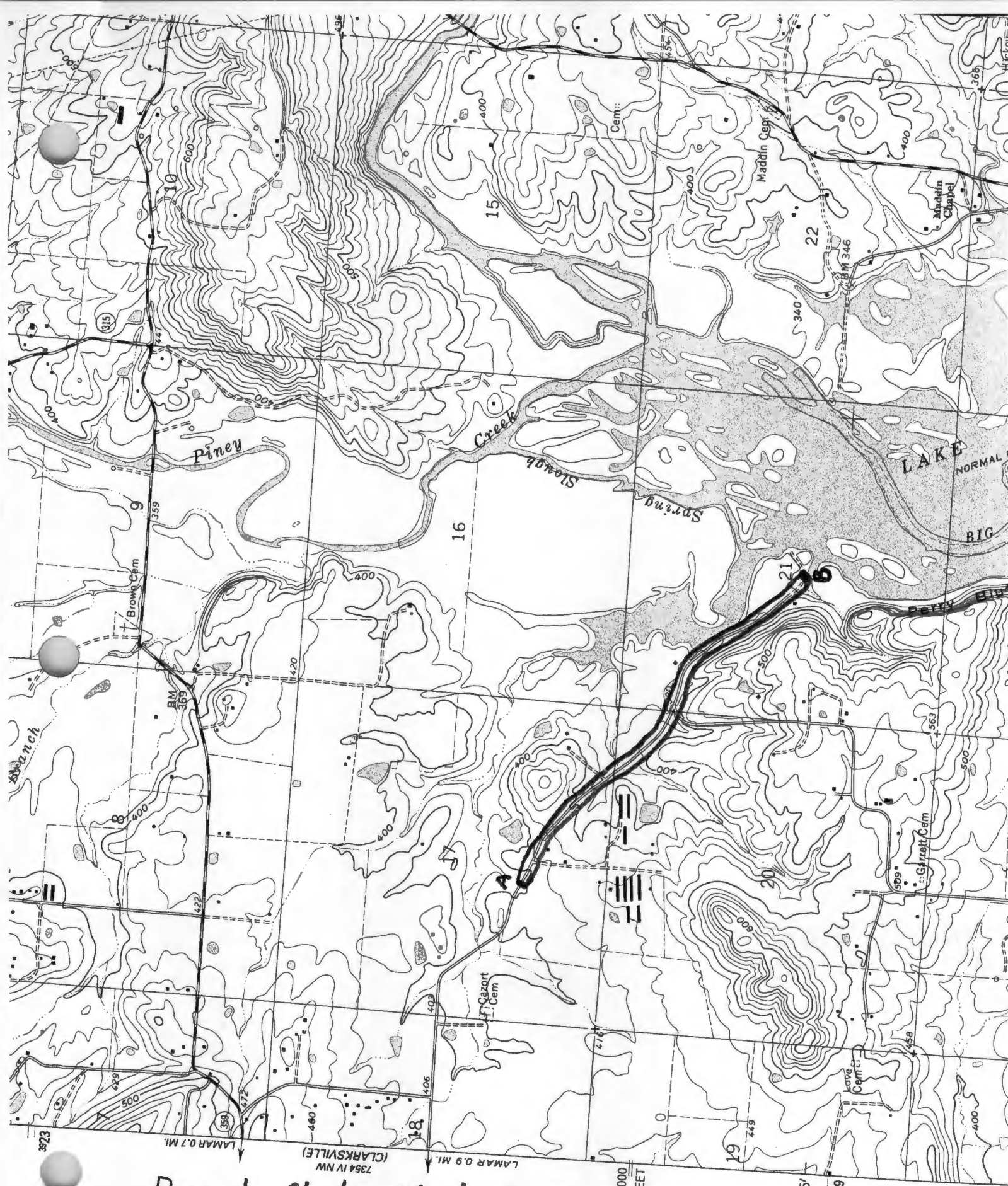
¹¹ King, "Emigration Route," 4.

¹² *Ibid.*, 7.

¹³ *Ibid.*, 28-9; copies of vouchers from National Archives supplied by Duane King.

¹⁴ *Ibid.*, 17, 30.

King, "Emigration Route, 4.



Dover to Clarksville Road- Hickeytown Road Segment
 Lamar vic., Johnson Co, AR

A: 15/467315/3920646

B: 15/488955/3919321









