

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

historic name State Road—Hill Cemetery Segment

other names/site number Princeton-Fredonia Road, Old Fredonia Road, CA-254

Related Multiple Property Historic and Archaeological Resources of the Cherokee Trail of Tears MPS

2. Location

street & number Adjacent to Hill Cemetery at the end of Hill Cemetery Road

NA

not for publication

city or town Fredonia

X

vicinity

state Kentucky code KY county Caldwell code 033 zip code 42411

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this 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 meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 x **national** **statewide** **local**

Applicable National Register Criteria:

 x **A** **B** **C** **D**

Signature of certifying official/Title Craig Potts/SHPO

Date

Kentucky Heritage Council/State Historic Preservation Office

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

 entered in the National Register

 determined eligible for the National Register

 determined not eligible for the National Register

 removed from the National Register

 other (explain:)

Signature of the Keeper

Date of Action

State Road-Hill Cemetery Segment

Name of Property

Caldwell County, KY

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply.)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

Category of Property

(Check only one box.)

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input checked="" type="checkbox"/>	structure
<input type="checkbox"/>	object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		district
		site
1	1	structure
		object
1	1	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

Historic and Archaeological Resources of the
Cherokee Trail of Tears

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/road-related

Current Functions

(Enter categories from instructions.)

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions.)

NO STYLE

Materials

(Enter categories from instructions.)

foundation: _____

walls: _____

roof: _____

other: EARTH

State Road-Hill Cemetery Segment
Name of Property

Caldwell County, KY
County and State

Narrative Description

Summary Paragraph

The segment of the State Road (CA-254) included within this nomination is located adjacent to Hill Cemetery in Caldwell County, Kentucky and is designated as a Certified Site on the Trail of Tears National Historic Trail by the National Trails Intermountain Region of the National Park Service. The now-abandoned roadbed was constructed by 1818 and connected the towns of Princeton and Fredonia. In 1837 and 1838, twelve detachments of more than 11,000 Cherokees traveled on this roadbed en route to Indian Territory (present-day Oklahoma). The State Road – Hill Cemetery Segment has a high degree of integrity and retains the characteristics of a nineteenth-century roadbed as outlined in the registration requirements for roadbeds in the Historic and Archaeological Resources of the Cherokee Trail of Tears Multiple Property Study. The segment is .15 miles in length, and consists of about 3 acres, with one contributing structure (the road) and one non-contributing structure (a ca. 1940 hog hut).

Detailed Description

Road Segment, Contributing Structure

The .15-mile segment of roadbed included within this nomination is a remnant of the State Road that once connected Princeton to Fredonia. Constructed by 1818, this segment of road crested a hill and is situated within a narrow strip of woodlands located approximately 2.5 miles southeast of Fredonia and .15 miles to the west of KY-91 in rural Caldwell County. The nominated roadbed parallels KY-91 in a northwest to southeast direction. While agricultural fields surround the roadbed, the nominated segment's southeastern terminus is bordered on its eastern side by Hill Cemetery, established in 1804. Today's woodlands, agricultural fields, and cemetery that surround the roadbed evoke the rural landscape the Cherokee traveled on in this part of Kentucky during removal.

The well-defined, historic roadbed was identified as a four-horse carriage road in David H. Burr's 1839 map of postal roads in Kentucky and varies in width over the course of its length. At its southern terminus, the roadbed contains two, main, side-by-side tracks, with evidence of a third, smaller track as it descends a hill northward. The two main side-by-side tracks measure approximately 45' in width and are separated by a large embankment. The tracks and the dividing embankments measure approximately 100' wide all together. At the bottom of the hill, the tracks converge into a single roadbed. The nominated roadbed, then, ends abruptly with a large embankment of earth, which was moved into the segment when the land was leveled and cleared for the installation of telephone lines in the early twentieth century, thus blocking access to the existing, unaltered section. Secondary-growth trees and dense foliage cover the earthen surface of the nominated roadbed, making it only passable on foot. Despite the overgrowth, the roadbed has a distinctive "U" shape from wagon and human wear and is clearly recognizable and defined by embankments ranging in height from eight-to-ten feet, consistent with the nomination requirements for roadbeds outlined in the "Historic and Archaeological Resources of the Cherokee Trail of Tears" Multiple Property Documentation Form.¹

Hog Hut, Non-contributing Structure

The segment's only intrusion is a circa-1940 USDA-plan hog hut, located within the roadbed and approximately .1 miles from the segment's northern terminus. The A-frame hog hut has a corrugated metal roof and horizontal

¹ Philip Thomason and Sara Parker, National Register of Historic Places Multiple Property Documentation Form, "Historic and Archaeological Resources of the Cherokee Trail of Tears," June 23, 2003, sec. F, pg. 9.

State Road-Hill Cemetery Segment
Name of Property

Caldwell County, KY
County and State

pine planks on its gable ends. A rectangular opening is located on its southern elevation. Several of the clapboards on the gable ends have deteriorated over time and are no longer extant.

Changes to the Property Since the Period of Significance

The nominated segment of the State Road has excellent integrity of location in that it conforms to the route taken by the Cherokee through Kentucky as established in period journals, maps, and research, and confirmed through field survey. While the roadbed was likely used by vehicular traffic in the twentieth century, it was never paved and retains its presumed original embankments, alignment, and widths, providing excellent integrity of materials, design, and workmanship. The nominated roadbed's .15-mile length is sufficient to maintain a sense of travel and destination, and the woodlands, agricultural fields, and cemetery that immediately surround the segment, along with its intact physical characteristics, evoke its early nineteenth-century landscape, providing excellent integrity of setting, association, and feeling. The State Road – Hill Cemetery Segment retains a high degree of integrity as outlined in the National Register Multiple Property Documentation Form, "Historic and Archaeological Resources Associated with the Cherokee Trail of Tears" and is eligible for National Register recognition under Criterion A.

8. Statement of Significance

Applicable National Register Criteria

<input checked="" type="checkbox"/>	A	Property is associated with events that have made a significant contribution to the broad patterns of our history.
<input type="checkbox"/>	B	Property is associated with the lives of persons significant in our past.
<input type="checkbox"/>	C	Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
<input type="checkbox"/>	D	Property has yielded or is likely to yield, information in prehistory or history

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the last 50 years.

Areas of Significance

(Enter categories from instructions.)

ETHNIC HERITAGE: Native American

TRANSPORTATION

Period of Significance

1837-1838

Significant Dates

November 4, 1837

December 1838

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Period of Significance (justification)

The Period of Significance is from 1837-1838, during which it was used by Cherokee detachments during removal. Significant dates include November 4, 1837, and December 1838 when the Cannon and Taylor detachments, respectively, are documented to have traveled on this road segment.

Criteria Considerations: N/A

Statement of Significance**Summary Paragraph**

This segment of the State Road (CA-254), known colloquially as the Princeton-Fredonia Road and Old Fredonia Road, near Hill Cemetery in Caldwell County, Kentucky, meets National Register Criterion A. It is significant for its association with two events. It is important for its depiction of early transportation activity in the settlement era of Caldwell County. It had been constructed by 1818 and served as a major thoroughfare for early settlers traveling between Fredonia to the county seat of Princeton. Because the road had become a recognized travel route, is also became significant for its use in 1837 and 1838 by twelve detachments of Cherokee who traveled on this road en route to Indian Territory. It remains one of the few surviving intact segments of the Northern Route of the Cherokee Trail of Tears and is a Certified Site on the Trail of Tears National Historic Trail. It meets Criterion A for its historical significance in two areas: Native American Ethnic Heritage and Transportation. As a physical link to the Cherokee Trail of Tears, the nominated resource provides a sense of time, place, and understanding of the challenges of early nineteenth-century overland travel and the difficulties faced by the Cherokee during their forced removal. The property is being submitted for National Register recognition under the multiple property listing "Historic and Archaeological Resources Associated with the Cherokee Trail of Tears." The State Road (CA-254) meets location, design, materials, workmanship, feeling, setting, and association registration requirements outlined in the multiple property listing for the property type of roadbeds.

Historic Context: Early Roads of Caldwell County, Kentucky, 1809-1840

Caldwell County was formed in 1809 from Livingston County. The land had been previously used by various American Indian tribes for subsistence needs long before the arrival of European settlers. Princeton and Fredonia were established in 1817 and 1836, respectively. At the time of the Cherokee Trail of Tears, Princeton had been named the seat of government for Caldwell County.

Early Princeton hosted numerous businesses, including a tavern, known as the Globe or Lower Tavern (CAP-101), and a store first operated by Thomas Champion and later by Elijah Shepherdson (CAP-8; NRIS: 78003411) that are still extant and listed in the National Register of Historic Places.² Fredonia, by comparison, was a much smaller community of business owners and farmers but also had stores and a post office. Similar to Princeton, Fredonia also had a tavern, offering refreshment to the many individuals traveling between the two towns.³

Those traveling through settlement-era Caldwell County, as in other parts of Kentucky, generally found the few routes that had been established by topographic advantage or ancient use. Luke Munsell's 1818 *Map of the*

² Daniel Kidd, Sr., National Register of Historic Places Nomination Form, "Champion-Shepherdson Building," Caldwell County, Kentucky, listed on December 18, 1978; Richard Holland, National Register of Historic Places Nomination Form, "Princeton Downtown Commercial District," Caldwell County, Kentucky, listed on September 19, 1988.

³ Pamela R. Faughn, ed. *The History of the Fredonia Valley: "A Small Valley with a Big Heart"* (Fredonia, KY: Fredonia Valley Heritage Society, 2010), 29.



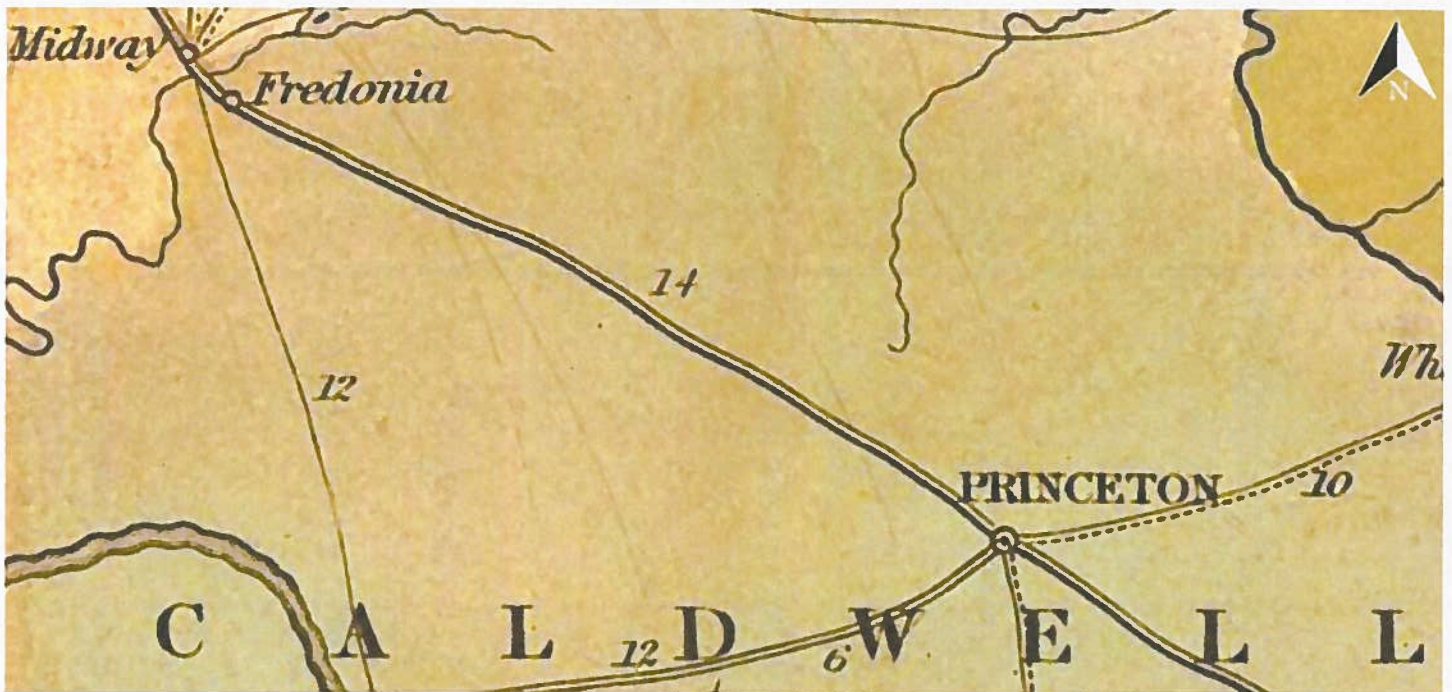
Detail, Luke Munsell, *A Map of the State of Kentucky: from the actual survey; also part of Indiana and Illinois*, Map, (Frankfort: [Publisher not identified], 1818), Library of Congress, Map Collections.

State of Kentucky, one of the earliest maps of the Commonwealth, depicts a trail or road from Princeton (formerly known as Eddy Grove) through what would become Fredonia and on to Centreville.⁴ E. Polk Johnson, in *The History of Kentucky and Kentuckians* (1912), suggests that the road existed, in some form, much earlier. Polk offers that in about 1792, four brothers, Charles, Joseph, James, and John Miller, came from Bardstown Kentucky to the area that would become Caldwell County, and “blazed the first trail from the Big Spring, where Princeton now stands, toward the present site of Fredonia.”⁵ The men possibly used an already existing American Indian path as their guide, and the trail later was improved to become known as the State Road, Princeton-Fredonia Road, or Old Fredonia Road.

The state-funded and maintained the road between Princeton and Fredonia, making it the primary transportation artery. Early settlers heavily used this four-horse carriage road in the early 1800s, which served as the only thoroughfare between the two towns. The State Road then served as the focal point for a larger network of roads that connected Princeton and Fredonia with communities in neighboring Livingston, Hopkins, Christian, and Trigg counties, and allowed access into the southwestern-most lands in Kentucky that were opened to settlers as a result of the 1818 Jackson Purchase from the Chickasaws. Farms and businesses opened up alongside the road between Princeton and Fredonia, taking advantage of the economic opportunities brought by

⁴ Luke Munsell, *A Map of the State of Kentucky: from the actual survey; also part of Indiana and Illinois*, Map, (Frankfort: [Publisher not identified], 1818), Library of Congress, Map Collections, <https://lccn.loc.gov/75653132> (accessed February 8, 2017).

⁵ E. Polk Johnson, *A History of Kentucky and Kentuckians: The Leaders and Representative Men in Commerce, Industry and Modern Activities*, vol. III (Chicago: Lewis Publishing Company, 1912), 1224; Pamela R. Faughn, ed. *The History of the Fredonia Valley: “A Small Valley with a Big Heart”* (Fredonia, KY: Fredonia Valley Heritage Society, 2010), 23-24.



Detail of the road from Princeton to Fredonia identified as a four-horse coach road, David H. Burr, *Map of Kentucky & Tennessee exhibiting the post offices, post roads, canals, rail roads, & c.*; by David H. Burr Late topographer to the Post Office, Geographer to the House of Representatives of the U.S., Map, (London: [Publisher not identified], 1839), Library of Congress, Map Collections.

a constant flow of travelers to the communities.⁶ These establishments helped community members fund the maintenance of the road since the state did not provide the money necessary for upkeep at the time.

The General Assembly of Kentucky mandated the construction of state roads. Commissioners were first appointed to conduct a survey of the land within the counties the proposed road would be located. Once the road was completed, control of it was turned over to individual county courts.⁷ County-level officials oversaw the majority of the construction of state roads, even though the state had to first create the laws to establish them. While the county commissioners collected the funds to maintain the roads, landowners that lost part of their land for the roadways could receive compensation if they reported in a timely manner.⁸ Furthermore, the state government granted the county legal power in the maintenance of the roads. County courts could alter any portion or make additions, such as bridges, to the state road so long as the alterations stayed within their own county and the appropriate number of people were appointed in order to keep the road clear and in good repair.⁹

At the time of the Trail of Tears, public roads mandated by the state were regulated. State law dictated that road beds must be at least forty feet wide when cleared, any tree stumps had to be cut low and rounded at the top, and branches and banks of creeks graded. After heavy rains, state roads were treated, and two-horse carriages could use four horses, while four-horse carriages could use six horses, in order to get through the mud.¹⁰ As a roadbed became too muddy, eroded, or steep to traverse, though, a new roadbed was formed next to the original. The segment of the State Road near Hill Cemetery is indicative of this type of old roadbed. The intact segment of the road remains wide and contains side-by-side parallel tracks, each measuring close to the forty-

⁶ Wm. Ralph Paris, interview by author, Fredonia, KY, December 1, 2016.

⁷ See Chap. 1031, 1239, 1422, 1428, and more in *Acts of the General Assembly of the Commonwealth of Kentucky*, December Session, 1838 for more information on the laws enacted regarding state roads in 1838.

⁸ See Chap. 1101, 1139, 1421, and more in *Acts of the General Assembly of the Commonwealth of Kentucky*, December Session, 1838 for more.

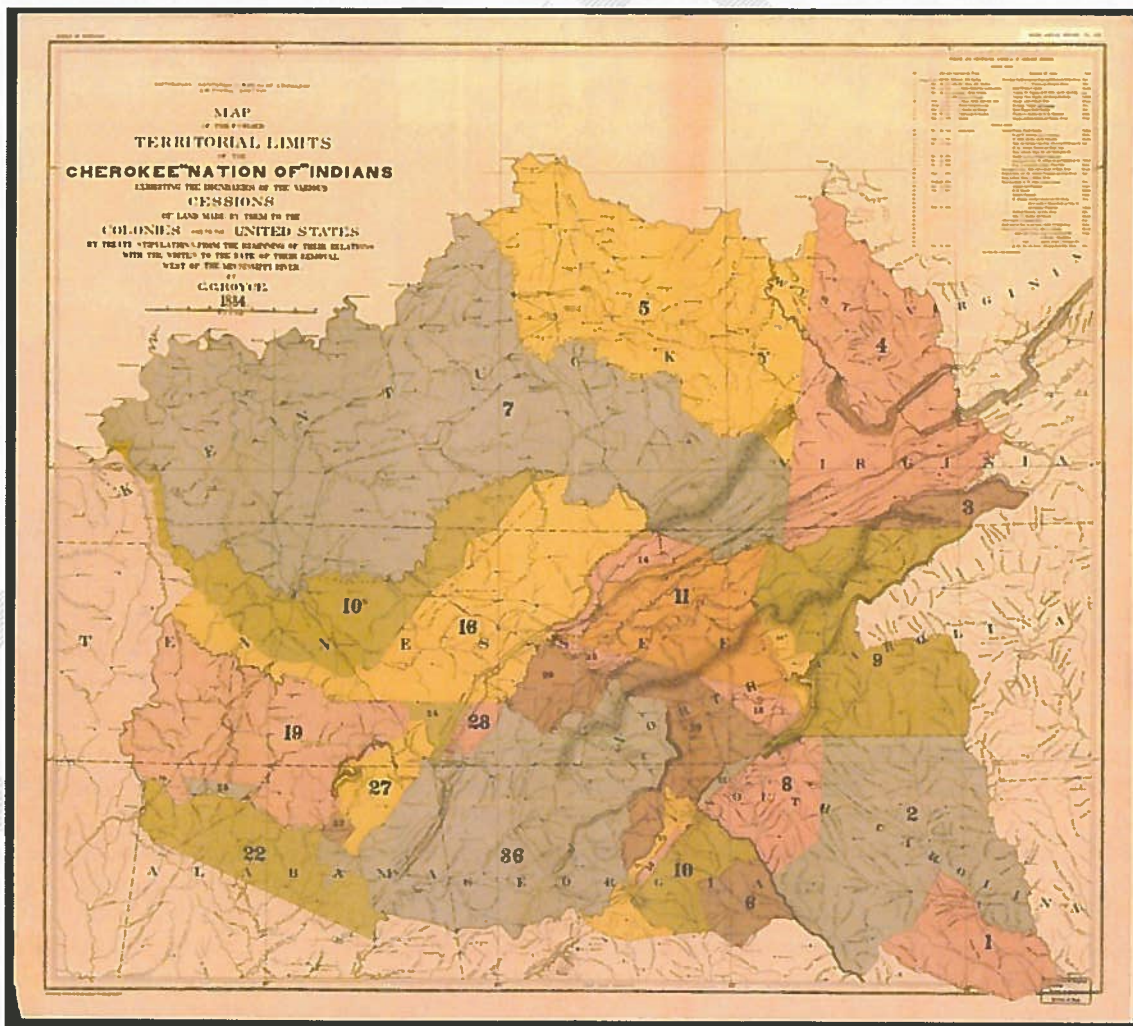
⁹ Chap. 1421 in *Acts of the General Assembly of the Commonwealth of Kentucky*, December Session, 1838, 379.

¹⁰ Sam Steger, "Sam Steger's historical notebook," *The Princeton Leader*, 5 September 1984.

feet standard. The travel advantages afforded by this road made it desirable for the use of more than 11,000 Cherokee during their removal to Indian Territory (present-day Oklahoma) in 1837 and 1838.

Historic Context: The Cherokee Removal from Eastern States to Indian Territory, 1832-1839

In December 1835, a small faction of Cherokee, led by Major Ridge, John Ridge, Elias Boudinot, and others, acting on their own and without the consent of Principal Chief John Ross and the Cherokee government, signed the Treaty of New Echota. The treaty set the conditions for the removal of the Cherokee people from portions of southeastern Tennessee, western North Carolina, northern Georgia, and northeastern Alabama. In exchange for the Cherokee's land and five million dollars, the tribe would relocate to Indian Territory in present-day Oklahoma. The great majority of the Cherokee people vigorously protested the treaty, considering it to be fraudulent. Federal officials ignored their protests, though, and the Treaty of New Echota was ratified by a single vote in the United States Senate.



The area on the map labeled as “36” depicts the boundary of the Cherokee Nation prior to removal, which included parts of Tennessee, North Carolina, Georgia, and Alabama, C.C. Royce, *Map of the former territorial limits of the Cherokee “Nation of” Indians: Exhibiting the Boundaries of the Various Cessions of Land made by them to the Colonies and to the United States by Treaty Stipulations, from the Beginning of their Relations with the Whites to the Date of their Removal West of the Mississippi*, (S.I., 1884), Library of Congress, Map Collections.

The Cherokee were given until May 1838 to remove voluntarily, but only about 1,681 left before the deadline.¹¹ Among those who left voluntarily was a group of 365 Cherokee led by United States Army Lieutenant B.B.

¹¹ Vicki Rozema, ed., *Voices from the Trail of Tears* (Winston-Salem: John F. Blair, 2003), Appendix I.

Cannon. The federally financed Cannon detachment left from Charleston, Tennessee, on October 14, 1837, and took an overland route to Indian Territory, traveling through Tennessee, western Kentucky, southern Illinois, southern Missouri, and northwestern Arkansas before disbanding in eastern Oklahoma at the end of December 1837.¹² Cannon's brief journal entries throughout the trip account for seven days of travel across Kentucky.

Cannon's group entered Kentucky on October 31st on today's Port Royal Road and stopped for the night at the property of J.D. Graves in Todd County.¹³ While encamped, Graves sold 30 1/8 bushels of corn and 525 bundles of fodder to the Cherokee for their horses.¹⁴ The next day, the group traveled nineteen miles, roughly following present-day US Highway 41, stopping briefly to bury a child belonging to the Ducks family, before passing through Hopkinsville and stopping for the night at William Northern's property in Christian County.¹⁵ While encamped at Northern's property, the Cherokee were issued flour and bacon, which was a typical meal throughout their time in Kentucky and most of their journey.¹⁶

On November 3rd, the Cherokee traveled another seventeen miles, following a road similar in alignment to today's State Route 91, passing through Princeton before stopping for the night at Mr. Barnett's property along present-day Old Fredonia Road in Caldwell County.¹⁷ In Princeton, a coffin was purchased for four dollars for a deceased member of the group.¹⁸ The only death that Cannon documented during the Cherokee's time in Kentucky was for a child of the Ducks family, who was buried the previous day.¹⁹ Cannon did not record every death that occurred during the detachment's journey to Indian Territory, though. Dr. G.S. Townsend, one of two attending physicians for the detachment, recorded a total of fifteen deaths (eleven children and four adults) for the entire journey, while Cannon only mentioned nine, so it is unclear whom the coffin was for.²⁰

History of the Nominated Property

On November 4th, the Cherokee traveled another 15 miles, beginning on the State Road (present-day Old Fredonia Road) which was the only road connecting Princeton to Fredonia at the time.²¹ During this 15-mile leg, the group passed by the Adamson homestead, Hill Cemetery, and through Fredonia before resting for the night on Moses Threlkele's (or Threlkeld's) property, located just before the town of Salem.²²

¹² B.B. Cannon, *Journal of Occurrences with a Party of Cherokee Emigrants. October 1837*, edited by Sequoyah National Research Center, University of Arkansas at Little Rock, <http://ualrexpibits.org/trailoftears/eyewitness-accounts/journal-of-bb-cannon-cherokee-removal-1837/> (accessed February 8, 2017) [hereafter *Cannon Journal*].

¹³ *Cannon Journal*; Philip Thomason and Sara Parker, National Register of Historic Places Multiple Property Documentation Form, "Historic and Archaeological Resources of the Cherokee Trail of Tears," June 23, 2003, sec. E, pg. 50.

¹⁴ "[Payment Voucher to J.D. Graves for corn and fodder]," November 1, 1837, copy provided by Alice Murphree of the Kentucky Chapter of the Trail of Tears Association, original located at the National Archives and Records Administration.

¹⁵ *Cannon Journal*; Thomason and Parker, "Historic and Archaeological Resources of the Cherokee Trail of Tears," sec. E, pg. 50.

¹⁶ *Cannon Journal*.

¹⁷ *Cannon Journal*; Thomason and Parker, "Historic and Archaeological Resources of the Cherokee Trail of Tears," sec. E, pg. 50.

¹⁸ "[Payment Voucher to Charles Reese for furnishing a coffin for a deceased Cherokee]," November 3, 1837, copy provide by Alice Murphree of the Kentucky Chapter of the Trail of Tears Association, original located at the National Archives and Records Administration.

¹⁹ *Cannon Journal*.

²⁰ Rozema, 94.

²¹ *Cannon Journal*; David H. Burr, *Map of Kentucky & Tennessee exhibiting the post offices, post roads, canals, rail roads, & c.; by David H. Burr Late topographer to the Post Office, Geographer to the House of Representatives of the U.S.* Map. London: [Publisher not identified], 1818. Library of Congress, Map Collections, <https://www.loc.gov/item/98688485/> (accessed April 28, 2018); Wm. Ralph Paris (land surveyor), Interview by author, Fredonia, KY. December 1, 2016.

²² *Cannon Journal*.



The blue line on this map indicates the route of the State Road (also known as the Princeton-Fredonia Road or Old Fredonia Road), as indicated in the U.S. Geological Survey, *Eddyville Quadrangle, Kentucky* [map], 1:48,000, 15-minute series (Reston, VA: United States Department of the Interior, USGS, 1928) and field survey. It also indicates the location of the Cannon detachment's campsite on November 3, 1837, the Adamson homestead, and Hill Cemetery as established through field survey and primary source research.

Approximately two miles into their journey on November 4th, the Cannon detachment passed by the Adamson homestead. Alexander Adamson helped settle Caldwell County in the early 1800s. He was born on November 12, 1791, in Scotland and married Isabella Dishington on March 20, 1819.²³ Shortly after their marriage, on August 6, 1819, the couple arrived in Philadelphia from Scotland on the ship *Caledonia* on August 6, 1819.²⁴ From Philadelphia, they traveled to Pittsburgh by wagon and then sailed down the Ohio River via flatboat or skiff to Ford's Landing in what is now Crittenden County, Kentucky, and settled on land along present-day Adamson Road (formerly Princeton-Fredonia Road) in Caldwell County in 1820.²⁵ Alexander and Isabella Adamson's home survived until 1963 when it was destroyed by fire, killing two of Alexander and Isabella's grandchildren: James W. and Grace.²⁶ Before James died in the fire, he told Bill Phelps, whose family moved to the area in 1945 and have farmed the Adamson property for some 70 years, that the Princeton and Fredonia Road in front of the Adamson home was the only road connecting the two towns and was once so busy that

²³ Ancestry.com, *U.S., Find A Grave Index, 1600s-Current: Alexander Adamson* [database on-line], Provo, UT, USA: Ancestry.com Operations, Inc., 2012; Ancestry.com, *Scotland, Select Marriages, 1561-1910: Alexr. Adamson and Isobella Dishington* [database on-line], Provo, UT, USA: Ancestry.com Operations, Inc., 2014.

²⁴ Ancestry.com, *Pennsylvania, Passenger and Crew Lists, 1800-1962: Alexr. Adamson* [database on-line], Provo, UT, USA: Ancestry.com Operations, Inc., 2006.

²⁵ 1830 *United States Federal Census: Caldwell County, Alexander Adamson* [database on-line], Provo, UT, USA: Ancestry.com Operations, Inc., 2010; Gladys Linton, "Brother, Sister Die in Fire In Oldest Caldwell House," *The Paducah Sun*, Paducah, Kentucky, December 15, 1963. Census records for the family in the early-twentieth century identify the location of their family residence on the old Princeton and Fredonia Road. see Ancestry.com, 1910 *United States Federal Census: Jim Adamson* [database on-line], Lehi, UT, USA: Ancestry.com Operations Inc., 2006; Ancestry.com, 1920 *United States Federal Census: James W. Adamson* [database on-line], Provo, UT, USA: Ancestry.com Operations, Inc., 2010; Ancestry.com, 1940 *United States Federal Census: James W. Adamson* [database on-line], Provo, UT, USA: Ancestry.com Operations, Inc., 2012.

²⁶ Gladys Linton, "Brother, Sister Die in Fire In Oldest Caldwell House," *The Paducah Sun*, Paducah, Kentucky, December 15, 1963.

“anytime during the day you looked [down the road], they could see a covered wagon,” and that many of those traveling down the road would camp in front of their home and get water from their spring by the road.²⁷ This spring still flows today and the stone springhouse is still extant on the Adamson property today near the old road.

After passing by the Adamson homestead on the Princeton-Fredonia Road, the Cherokee traveled approximately two miles before passing by Hill Cemetery. Hill Cemetery was established in 1804 with the burial of John Jones on October 24.²⁸ As many as fifteen graves were interred in the cemetery when the Cherokee traveled along the road in 1837 and 1838. After passing by the Hill Cemetery and through Fredonia, the Cannon detachment continued through Salem, before reaching John Berry’s ferry on November 6th.²⁹ They completed crossing the river into Illinois on the following day. From there, they traveled across the southern tip of Illinois, then through Missouri and Arkansas, before reaching Oklahoma. Cannon’s overland route to Indian Territory in 1837 became the primary route used by the majority of Cherokee in the forced removal that occurred the following year.³⁰

After the May 23, 1838, deadline for the Cherokee to remove to Indian Territory voluntarily had passed, and 7,000 federal troops and state militia, under the command of General Winfield Scott, forcibly gathered the Cherokee from their homes and marched them to one of three main emigrating depots in Tennessee and Alabama, where they were divided into detachments for their journey. The first three detachments, consisting of approximately 2,750 Cherokee, including a small number of Creek, left in June from Ross’s Landing emigrating depot in present-day Chattanooga, Tennessee, and traveled primarily by water. A severe drought made for a difficult journey with rough conditions. News of high numbers of desertions and fatalities quickly reached the Cherokee government. On July 23rd, the Cherokee Council petitioned the United States government to postpone removal until fall when the weather was more conducive to long-distance travel and to allow the Cherokee to control the remainder of their removal.³¹ Permission for both was granted provided that the Cherokee stay encamped near the emigrating depots until travel resumed in late August.

The remaining Cherokee were divided into fourteen detachments. Eleven of these detachments, consisting of approximately 10,725 Cherokee, left from the emigrating depots in Tennessee intermittently from August through October 1838 and took the overland route that Cannon had blazed a year earlier, which became known as the Northern Route.³² Richard Taylor conducted one of these detachments of about 1,030 people with the assistance of Red Watt Adair. The Reverend Daniel S. Butrick, who had been a Christian missionary to the Cherokee since 1818 under the auspices of the American Board of Commissioners for Foreign Missions, traveled with the Taylor detachment along the Northern Route to Indian Territory and detailed the trek in his journal.

The Taylor detachment entered Kentucky by December 1st and camped the following night adjacent to the Radford Farmhouse near Pembroke, now a certified site on the Trail of Tears National Historic Trail.³³ On

²⁷ Bill Phelps (85 years old and has farmed the Adamson property for nearly 70 years), Phone interview by author, February 7, 2019; Gladys Linton, “Brother, Sister Die in Fire In Oldest Caldwell House,” *The Paducah Sun*, Paducah, Kentucky, December 15, 1963.

²⁸ Gregory L. Watson, *Caldwell County, KY: Ancestors*, Vol. II (Melber: Simmons Historical Publications, 1998). 182.

²⁹ *Cannon Journal*.

³⁰ Philip Thomason and Sara Parker, National Register of Historic Places Multiple Property Documentation Form, “Historic and Archaeological Resources of the Cherokee Trail of Tears,” June 23, 2003, Sec. E, pg. 15.

³¹ John Ross to Winfield Scott, Amoh[e] Dst. Aquohe[e] [Cherokee Nation], July 23, 1838, in *Papers of Chief John Ross, 1807-1839*, vol. 1, ed. Gary Moulton (Norman: University of Oklahoma Press, 1985), 650-1651.

³² Rozema, Appendix I.

³³ Daniel S. Butrick, *The Journal of Rev. Daniel S. Butrick, May 19, 1838-April 1, 1839: Cherokee Removal, Monograph One*, edited by The Trail of Tears Association, Oklahoma Chapter (Park Hill, OK: The Trail of Tears Association, Oklahoma Chapter, 1998), 47.

December 3rd, the detachment traveled twelve miles to Hopkinsville on ground “mostly covered with snow & frozen rain,” making an already difficult journey even more hazardous.³⁴ On December 7th, Butrick wrote that the detachment “passed through a very beautiful village called Princeton,” placing the group on the Princeton-Fredonia Road near Hill Cemetery at this time.³⁵

While Butrick’s journal entries for the detachment’s time in Kentucky are scant, they do detail the hardships of the journey. At least three Cherokee from the Taylor detachment lost their lives while in Kentucky. Butrick recalled the following incident that occurred over the course of December 6th and the morning of December 7th, just prior to passing through Princeton and traveling the State Road to Fredonia:

During the night a Cherokee woman died in the camps. Though she had given birth to a child but a few days before, yet last evening she was up, & no danger was apprehended, but in the morning she was found dead, with the infant in her arms. As the man living near was not willing to have her buried there, and as no plank could be obtained for a coffin, the corpse was carried all day in the waggon [sic], and at night a coffin was made, and the next morning she was buried near the graves of some other Cherokees who had died in a detachment that had preceeded [sic] us.³⁶

Butrick also noted the deaths of an infant and a one-year-old while in Kentucky, the latter marking the fifteenth death in the detachment since crossing the Tennessee River.³⁷

The Taylor detachment continued in the footsteps of Cannon’s group, passing through Fredonia and Salem, before crossing the Ohio River into Golconda, Illinois, on December 15th. It took the Taylor detachment twice as long as Cannon’s group to make the journey across Kentucky. Butrick blamed their slow progress on the detachment that preceded them, presumably the group led by Choowalooka and Wofford, noting in his journal, “As the conductor himself drinks, the company makes poor progress. They have long been a hindrance to Mr. Taylor’s detachment, so that we have often performed but half days of travel.”³⁸

Table 1. 1838 Cherokee Removal Detachments Traveling the Northern Route

Conductor	Assistant	Departure Location	Number of People at Departure*	Disbandment Location
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³⁴ Butrick, 48.

³⁵ Butrick, 48.

³⁶ Butrick, 48.

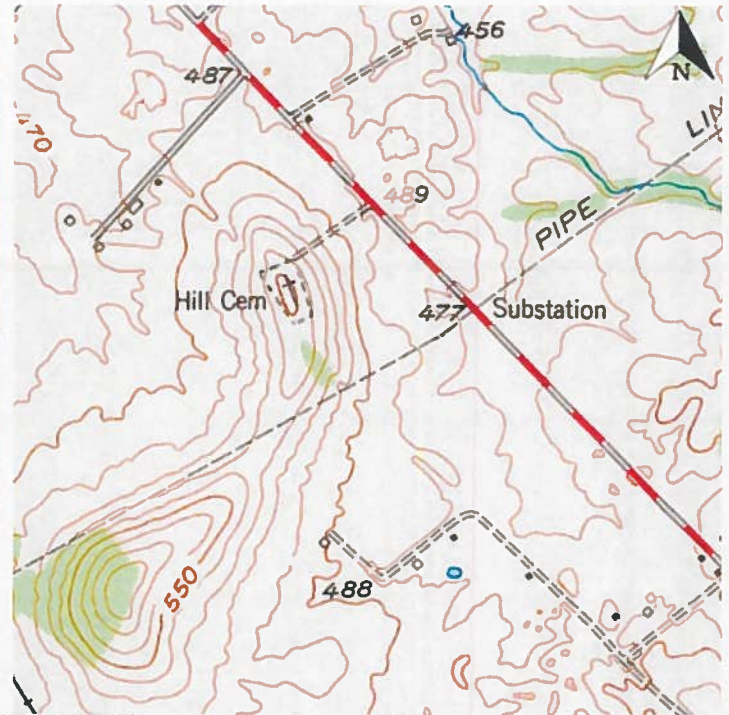
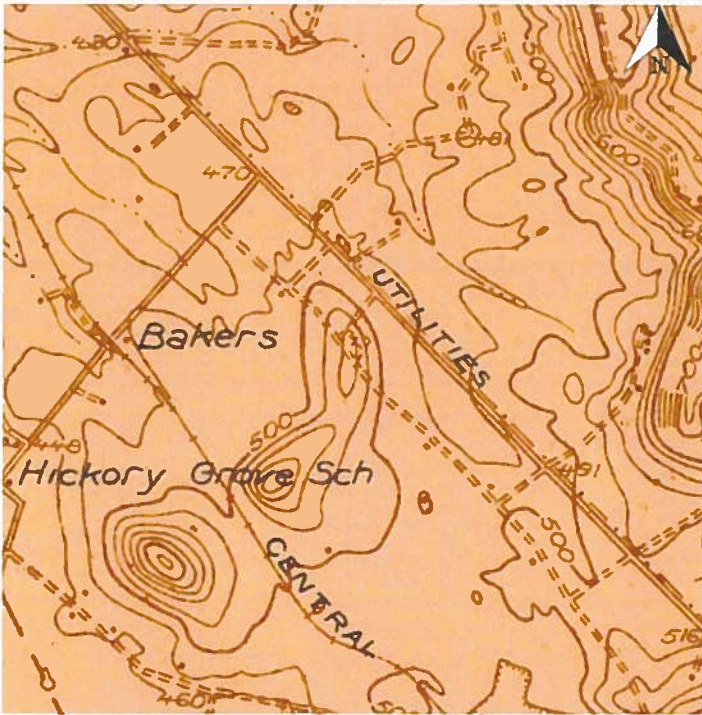
³⁷ Butrick, 49.

³⁸ Butrick, 48.

Hair Conrad (replaced by Colston around August, 28, 1838)	Daniel Colston	Cherokee Agency Area, Tennessee	710/729	Woodhall Farm, Oklahoma
Elijah Hicks	White Path (died en route – replaced by William Arnold)	Gunstocker Creek/ Camp Ross, Tennessee	809/858	Mrs. Webbers Plantation, Oklahoma
Jesse Bushyhead	Roman Nose	Chatata Creek, Cherokee Agency Area, Tennessee	864/950	Beattie's Prairie, Oklahoma
Situwakee	Peter / Evan Jones	Savannah Branch, Cherokee Agency Area, Tennessee	1,205/1,250	Beattie's Prairie, Oklahoma
Old Field	Stephen Foreman	Candies Creek, Cherokee Agency Area, Tennessee	864/983	Beattie's Prairie, Oklahoma
Moses Daniel	George Still	Cherokee Agency Area, Tennessee	1,031/1,035	Mrs. Webber's Plantation, Oklahoma-although ordered to Lee's Creek, Oklahoma
Choowalooka	J.D. Wofford (replaced by Thomas N. Clark on January 22, 1839)	Taquah Camps/Mouse Creek, Cherokee Agency Area, Tennessee	1,120/1,150	Beattie's Prairie, Oklahoma
James Brown	Lewis Hildebrand	Vann's Plantation, Ooltewah Creek, Tennessee	745/850	Key's at Park Hill, Oklahoma
George Hicks	Collins McDonald	Mouse Creek, Cherokee Agency Area, Tennessee	1,031/1,118	Beattie's Prairie, Oklahoma
Richard Taylor	Red Watt Adair	Near Vann's Plantation, Ooltewah Creek, Tennessee	897/1,029	Woodhall Farm, Oklahoma
Peter Hildebrand	James Hildebrand	Ocod Camp Cherokee Agency Area, Tennessee	1,449/1,766	Woodhall Farm, Oklahoma

Duane King, *The Cherokee Trail of Tears* (Portland, OR: Graphic Arts Books, 2008), Appendix A & B, 170-171; Jerry Clark, "Cherokee Removal Detachments (Basic Chart)", October 15, 2009.

*The number of individuals in each detachment, as recorded by Disbursing Agent Capt. John Page is listed first, and the number tallied by John Ross is listed second.



(left) Detail, U.S. Geological Survey, *Eddyville Quadrangle, Kentucky* [map], 1:48,000, 15-minute series (Reston, VA: United States Department of the Interior, USGS, 1928); (right) Detail, U.S. Geological Survey, *Fredonia Quadrangle, Kentucky* [map], 1:24,000, 7.5-minute series (Reston, VA: United States Department of the Interior, USGS, 1954).

In the years after the Cherokee Trail of Tears, the Princeton-Fredonia Road remained the main thoroughfare until 1922 when construction was completed on Kentucky Highway 91.³⁹ Due to the highway's construction and the lack of use by private property owners, this segment of the Princeton-Fredonia Road was eventually abandoned. U.S. Geological Survey maps show the Princeton-Fredonia Road near Hill Cemetery paralleling Highway 91 in 1928, but the 1954 map portrays a clear view of the highway with no sign of the road anymore, indicating that the road was no longer in use.⁴⁰ In June 2019, the National Trails Intermountain Region of the National Park Service designated the nominated segment as a Certified Site on the Trail of Tears National Historic Trail.

Evaluation of the Significance of the Property within the two Historic Contexts

The roadbed is a physical link to the Cherokee Trail of Tears, providing a sense of time, place, and understanding of the difficulties of early nineteenth-century overland travel and the challenges faced by the Cherokee during their forced removal. The property is being submitted for National Register recognition under the multiple property listing "Historic and Archaeological Resources Associated with the Cherokee Trail of Tears."

Evaluation of How the Property Meets the MPS's Registration Requirements

The State Road-Hill Cemetery Segment (CA-254) maintains a high degree of integrity and meets the registration requirements for roadbeds outlined in the multiple property listing and is eligible for listing in the National Register of Historic Places under Criterion A for its significance as an early transportation route in Kentucky and by virtue of its status as one of the few surviving intact segments of the Northern Route of the Cherokee Trail of Tears.

³⁹ Faughn, ed. *The History of the Fredonia Valley*, 192.

⁴⁰ U.S. Geological Survey, *Eddyville Quadrangle, Kentucky* [map], 1:48,000, 15 minute series (Reston, VA: United States Department of the Interior, USGS, 1928); U.S. Geological Survey, *Fredonia Quadrangle, Kentucky* [map], 1:24,000, 7.5 minute series (Reston, VA: United States Department of the Interior, USGS, 1954).

The nominated segment of the State Road has *integrity of location* in that it conforms to the route taken by the Cherokee through Kentucky as established in period journals, maps, and research, and confirmed through field survey.

The segment retains the physical characteristics of an early-nineteenth-century roadbed, including its earthen surface and its presumed original embankments, alignment, and widths, providing excellent *integrity of materials, design, and workmanship*.

The nominated roadbed's .15-mile length is sufficient to maintain a sense of travel and destination, and the woodlands, agricultural fields, and cemetery that immediately surround the segment, along with its intact physical characteristics, evoke its early nineteenth-century landscape, providing excellent *integrity of setting, association, and feeling*.

9. Major Bibliographical References

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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 # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☒ University
☐ Other

Name of repository: Middle Tennessee State University

Historic Resources Survey Number (if assigned): CA-254

10. Geographical Data

Acreage of Property Approximately 3 acres
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1 16N 409099 4115858 3 _____

Zone	Easting	Northing	Zone	Easting	Northing
2 16N	408916	4116030	4		
Zone	Easting	Northing	Zone	Easting	Northing

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary for the State Road – Hill Cemetery Segment is shown on the accompanying USGS Fredonia Quadrangle map. The nominated property is approximately 3 acres and includes a .15-mile section of roadbed that extends from the following NAD 1983 UTM coordinates: 1) 16N/409099E/4115858N and 2) 16N/408916E/4116030N. The width of the nominated property extends 15' from the roadbed's western and eastern embankments to protect the treeline that helps define the segment.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries for the nominated property include the most intact section of the roadbed meeting registration requirements established in the "Historic and Archaeological Resources of the Cherokee Trail of Tears" Multiple Property Documentation Form and its contributing resources, as determined through field survey and GPS documentation during site visits by Center for Historic Preservation staff, Trail of Tears Association members, and professional land surveyor Wm. Ralph Paris.

11. Form Prepared By

name/title Amy M. Kostine and Victoria Hensley
organization MTSU Center for Historic Preservation date January 31, 2020
street & number 1416 East Main Street (MTSU Box 80) telephone 615-898-2947
city or town Murfreesboro state TN zip code 37132
e-mail Amy.kostine@mtsu.edu; vhensley16@gmail.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: State Road – Hill Cemetery Segment

City or Vicinity: Fredonia (vicinity)

County: Caldwell

State: Kentucky

Photographer: Ashley Brown, Victoria Hensley, and Amy Kostine

Date Photographed: December 1, 2016

Description of Photograph(s) and number:

1 of 7: View of the roadbed from the eastern embankment, facing northeast.

2 of 7: Roadbed and western embankment, facing west.

3 of 7: View of the roadbed from the eastern embankment, facing west.

4 of 7: Detail of eastern embankment, facing east.

5 of 7: Northern terminus of the nominated segment, facing southeast.

6 of 7: Agricultural fields adjacent to the roadbed, facing southeast.

7 of 7: Hog hut, facing northwest.

Property Owner:

name Samuel Williams

street & number 104 Cantrell Drive

telephone 207-963-1969

city or town Princeton

state KY

zip code 42445

Additional Documentation



U.S. Geological Survey, *Fredonia Quadrangle, Kentucky* [map], 1:24,000, 7.5-minute series (Reston, VA: United States Department of the Interior, USGS, 2019).

State Road-Hill Cemetery Segment



300ft

National Park Service

Site plan and photo key of State Road-Hill Cemetery Segment.

Photo 1 of 7: View of the roadbed from the eastern embankment, facing northeast.

Photo 2 of 7: Roadbed and western embankment, facing west.

Photo 3 of 7: View of the roadbed from the eastern embankment, facing west.

Photo 4 of 7: Detail of eastern embankment, facing east.

Photo 5 of 7: Northern terminus of the nominated segment, facing southeast.

Photo 6 of 7: Agricultural fields adjacent to the roadbed, facing southeast.

Photo 7 of 7: Hog hut, facing northwest.

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Photo 1. View of the roadbed from the eastern embankment, facing northeast.



Photo 2. Roadbed and western embankment, facing west.

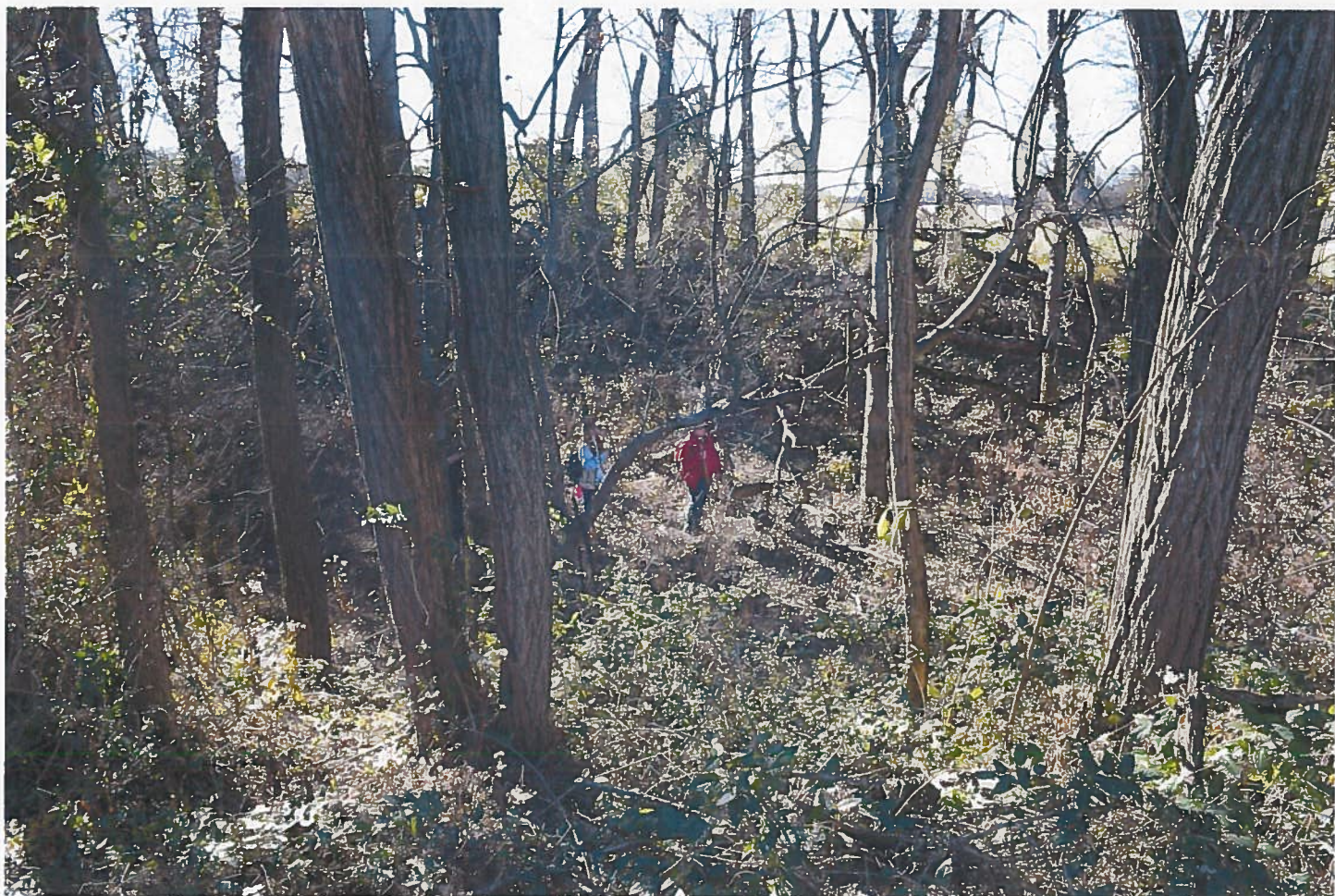


Photo 3. View of the roadbed from the eastern embankment, facing west.



Photo 4. Detail of eastern embankment, facing east.



Photo 5. Northern terminus of the nominated segment, facing southeast.



Photo 6. Agricultural fields adjacent to the roadbed, facing southeast.



Photo 7. Hog hut, facing northwest.