THREE SANDHILLS ROADS FEATURE LOCAL HISTORY

Only Sections of Yadkin, Peedee and Morganton Remain in Use Today

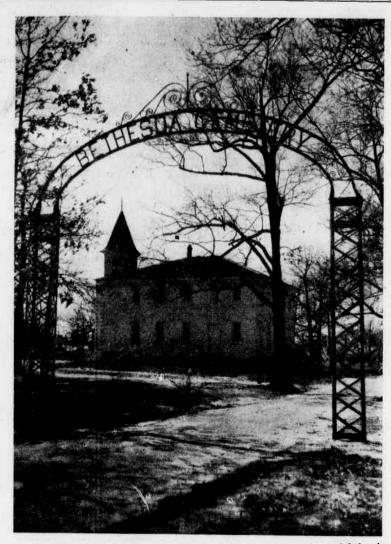
TWO WERE INDIAN TRAILS

(Continued from Page 2) ing within five miles of the projected road. This would indicate the line of road in Moore was more thickly settled than in Cumberland. In 1810 the population of Moore was estimated as about 7,000, with less than three to the square mile in the Sandhills.

Traditionally the commissioners laid out the road in a straight line through the two counties, and maps of later years are affected by this tradition, actually the read curved more or less, taking advantage of stream-neads, favorable grades and good fords. Out from Fayetteville and through Cumberland county it is almost a straight line, crossing many small streams to the Little Rookfish creek, now the boundary of Hoke county, here the read was just three miles below the old Yadkin road, and they practically converged at Monroe's mill, separating again west of the pass above Blue's mountain.

Route Through Town

Entering Moore county at the presand the so-called Raeford road, it ran between that road, and the home of Hoyt Shaw, thence across the dam of the Buchan mill and to the it crossed the older Peedee road, then Linden by Smith's store over the head Buchan house, to the Duncan Shaw then approximately along our-so-call- creek. ed Morganton road, but crossing the



Historic Bethesda Church

ent junction of the Fort Bragg line Near the Old Church, Which This Year Observed its 156th Anniversary, Lies the Body of Walter Hines Page, U. S. Ambassador to Great Britain during the World War.

along the Pinehurst road, but closer of Sandy Run, through Deep Creek Andrew's house, and up the ravine to the cemetery, bearing to the left and Jackson's Creek above the presfrom this field where traces of the and paralleling the present road some road are still plainly discernible; then 500 feet to the left, until it crossed between that village and Candor. under the Pierson log-cabin on High- the ford of Mill creek branch of Seven-tenths of a mile above Jackland road, leaving the Highland Aberdeen creek exactly in the place Pines Inn to the left, and in between of the present bridge, then to the the Ramsay and Tracy dwellings, crossing of Devil's Gut, now Aberdeen

Then bearing to the left it cross- the old one. railroad about 60 feet above the high- ed the present Pinehurst race track. way bridge, to the Shaw house where and curving to the right through

bridge over Drowning Creek the present road follows the outline of

Of the houses on or near the line of the new road all are gone except the Watson house near the Devil's Gut, long known as the Wicker homestead. It was moved to its present site by the Black's and McKinnons, and between the house and the "Gut" was the drillground long used on training days by the Moore county militia. The Shaw house was not built until 1832, and the McKenzie house, near Drowning Creek, also a fine example of the old time dwellings, about 1818.

Scarcely a half century old, this military road, if this was its purpose, became one in very fact. Through the somnolent countryside, drenched with rain, but arousing to the oncoming tide of war in March, 1865, swept the troopers of Wheeler and Hampton seeking the Yadkin road on their way to Fayetteville; down from McKenzie's bridge the extreme left flank ers of Kilpatrick's advance hastening to their columns coming up from Cheraw over the old Peedee road to their commanding officer's headquarters at the Buchan house, then known as Solemn Grove postoffice. At the Duncan Shaw house where the Morganton and Yadkin roads ran closely together, skirmishers exchanged shots preliminary to Wade Hampton's terrific onslaught before day-break of March 10th, when, leading the divisions of Hume, Allen and Butler, he crashed through Kilpatrick's headquarters at Monroe's mill, and answering the roll of carbine fire the Morganton's rain-sodden sands were covered with the blue coated Pennsylvania infantry, their batteries plunging through the woods covering Paint Hill to reach the road and the relief of their beleaguered comrades in the swampy glades; and the tide of war rolled on to Fayetteville, Averysboro and Bentonville. You must not imagine this finished road in the light of a modern highway; its scenic beauty was remarkable, winding as it did through open forests of long-leaf pines towering one hundred feet or more, the over-arching branches thirty feet above the roadbed forming a green tunnel only broken by a clearing here and there, the thickets of decidious trees covering the stream banks; crystal clear water flowing over the sands of the fords, always provided with a foot log for the teamsters, but with all this glamorous setting the read was sand with a rutted outcrop of clay showing in the approaches to the fords. Frequently the road turned aside for a fallen tree, or a slough and never regained its original line. Gone are the road builders and their homes; vanished are the post riders and post offices. The pioneers are forgotten, the forests of lofty pines are no more, and the three once busy highways of our locality have all but disappeared, their remains naught but their one time fame.



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