

### THREE SANDHILLS ROADS FEATURE LOCAL HISTORY

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

#### TWO WERE INDIAN TRAILS

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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 road curved more or less, taking advantage of stream-needs, 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 Rockfish creek, now the boundary of Hoke county, here the road 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 present junction of the Fort Bragg line and 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 Buchan house, to the Duncan Shaw house, then to the fields below the Andrew's house, and up the ravine from this field where traces of the road are still plainly discernible; then under the Pierson log-cabin on Highland road, leaving the Highland Pines Inn to the left, and in between the Ramsay and Tracy dwellings, then approximately along our-so-called Morganton road, but crossing the railroad about 60 feet above the highway bridge, to the Shaw house where

### Historic Bethesda Church



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.

it crossed the older Peedee road, then along the Pinehurst road, but closer to the cemetery, bearing to the left and paralleling the present road some 500 feet to the left, until it crossed the ford of Mill creek branch of Aberdeen creek exactly in the place of the present bridge, then to the crossing of Devil's Gut, now Aberdeen creek.

Then bearing to the left it crossed the present Pinehurst race track, and curving to the right through

Linden by Smith's store over the head of Sandy Run, through Deep Creek and Jackson's Creek above the present Jackson Springs to the road now between that village and Candor. Seven-tenths of a mile above Jackson Springs the line of the old road can be seen coming in from the right. From this junction to McKenzie's bridge over Drowning Creek the present road follows the outline of the old one.

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 Blacks 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 flankers 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, Averbysboro 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 deciduous 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 road 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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