

CHAPTER 5: Historic Resources

Chapter 5: Historic Resources

The historic resources element identifies regionally significant historic buildings, structures, sites, objects and districts in the Northeast Georgia Region. It also provides relevant state, regional, and county histories that establish historical contexts for these resources.

The inventory of the Northeast Georgia Region's historic resources element is divided into five sections:

- ▶ Developmental history of the Northeast Georgia Region as it related to the state's history;
- ▶ Developmental history of each county in the Northeast Georgia Region;
- ▶ Regionally significant National Register of Historic Places listings;
- ▶ Regionally significant Historical Markers (with inscriptions); and
- ▶ "Historical Attractions" taken from the Council of Economic Development Organizations (CEDO) Tourism Study.

In addition to this information, other, unlisted or unrecognized historic resources and historical markers were identified by the Task Force and included in the inventory section for future preservation-planning activity. The section also includes an "inventory assessment" that provides a matrix identifying individual historic resources found in more than one component; these historic resources are of special significance within the Northeast Georgia Region. The "inventory assessment" also summarizes and quantifies the inventory's information.

All historic resources and historical markers in the Northeast Georgia Region were identified (see Historic Resource Appendix). The Task Force, assisted by the preservation planner, determined that historic resources associated with one, or more, regionally significant historical themes should be inventoried and included in the Regional Comprehensive Plan's historic-resources element. These regionally significant historical themes include: Agriculture, Civil War, Native-American, and Transportation. All historic resources included in the inventory section are related to one, or more than one, of these themes. The National Register and Historical Markers sections group and identify individual resources according to historical themes. Historic resources associated with manufacturing (e.g., historic mills) were also included in the counties' developmental history because they operated along waterways or in more than one county. The historic resources inventoried in this element offer opportunities related to regional tourism as well as preservation-planning activities.

5.1 Regional Developmental History

Agriculture

Agriculture in the northeast Georgia region has defined its people and culture since recorded history. Native Americans capitalized upon the area's fertile soil for cultivation of legumes, maize, and squash. Lacking the iron plow, Native-Americans were unable to raise large quantities of food and continued to supplement their diet by hunting and gathering. When the Creeks and Cherokees ceded northeast Georgia to the colonists in the late-eighteenth century, a large influx of "Crackers" (settlers from the Piedmont region of Virginia and the Carolinas) settled the area. Of predominantly Irish, Scotch, and German stock, these "Crackers" engaged in general farming that differentiated itself from the Anglican-oriented plantation society of Georgia's coast. They came to the territory encouraged by headright grants of land. In 1782, the

head of a family in Georgia was entitled by headright to 200 acres for himself and 50 acres for each other member of his family up to a limit of 1,000 acres.

These pioneers initially farmed tobacco, the upcountry's principal money crop, trading it through Augusta and smaller towns. For their own subsistence, they grew corn and occasionally wheat, supplemented by garden plots of vegetables. Poultry and hogs were plentiful with most families. Cattle and sheep were available only to those who could both afford them and had room to graze them. At the beginning of the nineteenth century, cotton replaced tobacco as the chief cash crop in the upcountry.

Coinciding with Eli Whitney's development of the cotton gin at Mulberry Grove Plantation near Savannah, upcountry cotton soon became the state's primary agricultural crop. Piedmont farmers found cotton easy to grow for domestic and commercial purposes. By 1820, cotton production changed the agricultural pattern of northeast Georgia as plantations competed with smaller farms for dominance. In 1820, 60% of upcountry farmers grew cotton; census reports depict an increase of 89,000 bales over 1790 production.

With the rise of plantations and introduction of slavery in the region, local politics soon fell into line with the ideals of the coast. Cotton farms and plantations also raised corn, but it was for local consumption not export. Oats, wheat, and other small grains were raised by many area planters to feed their farm hands and slaves. Farmers and slaves raised potatoes, vegetables, fruit, and some livestock to supplement their diet. The raising of cotton became a driving force in state politics. From the fertile soil of northeast Georgia, arose unprecedented agricultural wealth and political influence.

Cotton became king in Georgia's Piedmont, and by 1826, the state produced 150,000 bales, a majority of which was grown in the state's northeast region. It was an unstable dependency since the price of cotton fluctuated from a high of twenty-nine cents a pound in 1818 to five cents a pound in 1839. The six-year slide in cotton prices during the 1830s spurred diversification into other crops and livestock production. Agricultural reformers like David Dickson of Sparta preached a gospel of crop rotation, fertilization, and hill terracing. Hundreds of northeast Georgia farmers traveled to Hancock County to see the results of deep plowing, shallow cultivation, and diversification. During the 1850s, the Georgia Railroad began hauling large amounts of Peruvian guano, enabling regional farmers to fertilize their fields. A return to an average cotton price of eleven to twelve cents per pound in the 1850s stimulated production to greater levels as the state produced half a million bales in 1850 and over 700,000 bales in 1860.

The region's cotton prosperity masked problems that accompanied monoculture. By the Civil War, many Northeast Georgia fields were fallowed and gullied. The land's lessening fertility was due to poor farming methods that eroded the topsoil, exacerbated by the nutrient consumptive cotton plant and eradication of soil protective native grasses. A dependency on Midwestern livestock developed as local livestock production declined and the Georgia Railroad made the western stock easily available. A large portion of the region's antebellum wealth was tied up in land and slaves. New tools or money for improvements was unavailable, creating a cycle of agricultural stagnation that impoverished the land and ultimately its people.

During the Civil War, the Northeast Georgia region diversified its agricultural production to help the war effort. Cotton was grown sparingly to make way for corn, wheat, and other staples that could be shipped to the army or supply the South's industrial cities. A large number of the region's farmers volunteered or were conscripted to fight in the war, leaving their wives and children to tend the fields in their absence. The devastation caused by General Sherman's forces combined with a general economic collapse brought many regional farmers to insolvency. The plantation system was destroyed by the abolition of slavery and a new method of working the land began.

During the war and Reconstruction, the amount of land under cultivation in the state decreased 3 million acres as the price for land dropped from \$5 to \$3 dollars an acre. Census records of 1870 show the size of every crop but cotton was below the level set ten years before. The average size of Northeast Georgia farms in 1860 had been 100 to 500 acres, reflecting a large number of cotton-belt plantations. In 1870, the

average size of the area's farms was twenty to fifty acres. The basis for this census figure came from counting each family farming the land as a farm, giving the impression that the war had created a more democratic distribution of the land. In fact, large landowners, faced with a shortage of labor after emancipation, devised a new system called sharecropping.

Sharecropping in Northeast Georgia consisted usually of a landlord furnishing land, house, mule, tools, seed, and other necessities for bringing in a cash crop. The sharecropper — white or black — provided the labor of himself and his family for a fifty-fifty split of the crop with the landlord. Variations existed on this arrangement. Some tenants rented the land and kept their proceeds; other tenants provided labor, tools and seed, giving the landlord one-third of the harvest as rent for the house and land.

With a shortage of banks after the war, a lien law was passed in 1866 perpetuating a system of credit that was devised to enable landlords and tenants to purchase tools, seed, fertilizer, and staples. This practice, known as the crop-lien system, gave the merchant a lien upon the landowner's share of the cotton crop. In turn, the landholder secured a lien upon the sharecropper's share of the harvest. Merchants insisted that cotton be grown since perishables could spoil and livestock could be stolen or die. Bad crop years in Georgia meant that the cropper's share would not "pay out," meaning that his share of next year's crop was twice mortgaged. The region's sharecroppers were often stuck in a cycle of poverty from which there was no escape. Landlords and merchants, too, were wedded to the land, and bad harvests often ruined them as well.

Northeast Georgia benefited from the presence of the University of Georgia's agricultural and mechanical school—founded in 1872. Advocating diversification, the school's influence on the region is evident in the growth in the area's commercial peach and pecan crops. Livestock farms became profitable as local farmers reported a great demand for cattle, goats, and hogs. It was not until 1900, however, that the state reached the million mark in cattle it had posted in the census of 1850. The resulting production of hay between 1870 and 1890 more than quintupled previous harvests. Northeast Georgia led the state in corn production, while continuing to grow wheat and oats, albeit in lesser quantities. Southwest Georgia assumed Northeast Georgia's former role as the state's major cotton producing region. Despite diversification, it was not until the early-twentieth century that King Cotton was dethroned.

Georgia's rural population increased 278,000 between 1900 and 1920. The average farm decreased in size from 117 to 82 acres. Many local farms hovered on the border of self-sufficiency, averaging twenty-one acres of cotton cultivation. Low crop yields region-wide continued because of the persistence of exhaustive agricultural practices. Continuation of the sharecropping system perpetuated the problem since tenants were not encouraged to practice good stewardship of the soil.

Between 1900 and World War I, cotton prices rose and remained high, causing area farmers to devote more land to its production. The value of Georgia's cotton crop tripled during this period, bringing prosperity to large landowners, small farmers, and sharecroppers. The prosperity was short-lived as the price of cotton fell by half between 1919 and 1920. Similar reductions in the price of cotton seed and corn hit area farmers hard. At the same time, the boll weevil reached Northeast Georgia and began to ravage the area's cotton crop. Cotton yields dropped one-third to one-half from earlier production between 1921 and 1923, reducing many local farmers to impoverishment.

A combination of idle fields, droughts, and insecticides combined to arrest weevil damage to acceptable levels by 1925. In 1929, just as farm recovery seemed near, the Great Depression struck the nation and sent prices spiraling down. Between 1929 and 1932, the average income of the region's farmers dropped by half as farm prices fell 60%. In 1933, the Roosevelt administration implemented a program of paying agricultural subsidies in return for not planting crops. Three years later the program was modified to pay subsidies for planting soil conserving crops like alfalfa and soy beans in lieu of corn or cotton. Small farmers and tenants were driven from the land while large farmers, who could afford not to plant, benefited from the subsidy payments. Many small farmers benefited from Roosevelt's New Deal programs that

offered rehabilitation loans, resettled farmers who were working exhausted land, and then purchased their submarginal land. The development of the Oconee National Forest in Greene County is one such submarginal land purchase.

After 1935, more of the area's farmers came to own the land they farmed as the average size of farms grew. Those who left the land often found employment in the region's textile mills.

After the Depression, Northeast Georgians completed the diversification of their agricultural production. By 1940, the state led the nation in pecan production and was fourth in peach production, both of which are regional crops. The area also experienced a livestock boom as hog and poultry production increased dramatically in years before World War II. Northeast Georgia continues to be the state's largest broiler-producing district as the twentieth century draws to a close. Timber farming has now replaced cotton as the area's cash crop as Northeast Georgia's farmers continue to benefit from the soil that colonists found so desirable two hundred years before.

Civil War

Georgia played an important role in the Civil War, as both battleground and supply base for Confederate armies. Because of its size, population, agricultural and industrial capacity, Georgia in 1860 was known as the “Empire State of the South.” Georgia's northeast region furnished manpower, armament, and sustenance to the Confederate cause. The route of the Georgia Railroad through the region ensured the rapid flow of men and supplies to Confederate arsenals, warehouses, and recruiting stations in Atlanta and Augusta.

By 1862, the Federal blockade of Georgia's coast reduced the export of cotton — the region's most valuable crop — to a trickle. The state legislature adopted a resolution urging planters to reduce their yield by half, planting grains and other staples instead. Farmers in Clarke County vowed to reduce their planting of cotton to half an acre per hand and other regional counties adopted similar resolutions. During the war, regionally grown cotton was often carded and woven into jeans, shirting, sheeting, and yarn at the three cotton mills in Athens. Other cotton mills like the Newton Factory were scattered about the region, each in close proximity to the Georgia Railroad. During the war, the region's mills flourished because of the excessive demand for cloth and yarn for military, industrial, and domestic purposes.

After the fall of the rice coast of Georgia to Federal raiders in 1861, the Northeast Georgia region became a bread basket to Confederate armies in the field. The wartime production of grain in lieu of cotton coupled with the region's numerous grain mills delivered an abundance of flour and meal to military depots. During the summer months, corn was grown across the region as King Corn replaced King Cotton on the throne of Georgia agriculture. In the winter, wheat was advocated as a winter crop which would not interfere with the growing of corn. Schley's Rust Proof seed was among several varieties grown in the Northeast Georgia region in the attempt to sustain far away armies and the home front. Throughout the region, ample wheat was grown, reports of which caused an Augusta paper in 1863 to “speak favorably of the prospects of a large wheat crop.” That same year a drought reduced the corn crop to meager returns. In 1864, the abundant rains that delayed Sherman's campaign in northwest Georgia produced a record corn harvest across the state. Northeast Georgia would not experience a wartime famine until Sherman's march through the state in November and December 1864.

Increased agricultural diversification included fruits and vegetables as well. In an 1862 telegram dispatched to southern newspapers, General Beauregard remarked, “Our sick soldiers must have vegetables.” The region responded by producing a surplus of dried fruits and vegetables, including tomatoes, okra, beets, apples, pumpkins, peppers, peaches, molasses and syrup, for hospitals in Atlanta and Augusta. Onions and sweet potatoes — both of which were a favorite of soldiers and the latter a favorite of their mounts — were grown to be shipped to Confederate supply depots. It was during the war that fruit tree cultivation,

particularly of apples, was introduced to the region as a cash crop. The loss of Kentucky and Tennessee — traditional liquor producers — early in the war made distillation of fermented apple mash to brandy a popular regional enterprise. Combined with illicit production of corn liquor, brandy production guaranteed Georgia would not run dry.

Because antebellum Georgia had largely devoted itself to monoculture production of cotton, livestock was imported by rail from the Midwest. During the war, great emphasis was placed on producing pork and beef for farmers and soldiers alike. The breeding of horses for the cavalry and mules for artillery and the plow were likewise encouraged. Although the purchase of livestock by Confederate impressment officers at “reasonable prices” caused many farmers and planters to balk, it was not until 1864 that shortages were reported.

The region's industrial capacity, although light, made best use of cottage industry during the war. Women were essential for the pursuance of the war as they carded, spun, and weaved clothes and bandages for the army and their families. Women also tilled the fields of Northeast Georgia while their men were away. If they were close by, the region's textile mills — like those in Athens — provided employment for working women and conscription-exempted men. The region's heavy industry was centered in Athens. Muskets, pistols, swords, and bayonets were produced at the Cook & Brothers Armory. Local artisans, mechanics, and craftsmen produced the balance of the military necessities the region supplied to the war effort. Saddles, shoes, belts, wagons, and a host of other wooden, leather, and metal goods were also manufactured in this area.

The state of Georgia provided approximately 120,000 men to the Confederate armies by 1865. After Governor Joe Brown's call for volunteers on April 18, 1861, 25,000 men responded. Some, like Colonel Francis S. Bartow's Oglethorpe Light Infantry, were quickly mustered in and fought in June 1861 at Manassas, Virginia, where the regiment was decimated and Bartow killed. Another regional officer, Brigadier General T. R. R. Cobb, raised a regiment from Athens which fought in Virginia, Maryland, and Pennsylvania. Cobb was killed in Fredericksburg, Virginia, in December 1862. By the war's end, thousands of men from Northeast Georgia had served in the Confederacy's armies and many of them returned with an empty sleeve or trouser leg, while hundreds never returned at all.

The Northeast Georgia region remained untouched by war until November 15, 1864, when General William T. Sherman marched his invading army out of Atlanta and across middle Georgia toward Savannah. Map 5-1¹ shows the routes of Sherman's command as it moved through Northeast Georgia from Atlanta to Milledgeville. Sherman's left wing under H. W. Slocum followed the line of the Georgia Railroad eastward through Decatur, Covington, and Madison before turning southeast toward Eatonton. A lack of Confederate opposition allowed the army to spread out and pillage surrounding farms and plantations at will.

Tearing up the tracks of the Georgia Railroad as they went, Slocum's troops burned bridges, factories, mills and railroad buildings along their march. Upon reaching Madison, the jail, depot, and commissary were burned along with slave stocks and pens. Store fronts were smashed so that looters might have easier access to the valuables within. A Federal officer in Madison noted, “Pianos were consigned to the flames, and most likely the houses with them.” After Madison, Slocum turned his men south upon Eatonton, sparing the rest of the region from pillage. The Georgia Railroad was a shambles and Northeast Georgia would no longer provide foodstuffs to an increasingly hungry Confederate army in the field.

In the final act of the war, Northeast Georgia was the scene of Confederate President Jefferson Davis' flight from his Federal pursuers. After the last meeting of the Confederate Cabinet in Abbeville, South Carolina, cabinet members fled on horseback through Northeast Georgia to Washington in Wilkes County.

¹ This map is reproduced from Scaife, William R., *The March to the Sea*; The Washington Printing Company, 1989.

From there, the Federal Cavalry pursued Davis, eventually capturing him in south Georgia near Irwinville and bringing the war to a close.

Native-American History

The Northeast Georgia region has been inhabited by man for more than 10,000 years. When Hernando de Soto passed through this area in 1540, Native-American Indians had been present in the region for millennia. The first Indians who roamed Northeast Georgia 10,000 years ago, known as Paleo-Indians, were the forebears of historic regional tribes such as the Cherokee and Creek Indians. They lived on the grassy savannahs of the Piedmont, hunting to extinction large animals like the bison, camel, and horse. Today's buffalo is a smaller cousin of the archaic bison, and wild horses in the new world descend from the stock brought by Spanish explorers in the sixteenth century.

Paleo-Indians

The Paleo-Indians are thought to have ambushed their prey while it was drinking water. They hunted with spears bearing lance-shaped points, thrusting them into their prey at close range. After wounding their prey, the Indians would track and harass it until they were able to close-in for the kill. By locating their camps on ridges and bluffs overlooking watering holes, Paleo-Indians were able to watch for big game. Because caves or rock shelters were rarely used, many Paleo-Indian sites in the Northeast Georgia region have not survived prolonged exposure to the elements.

Archaic Tradition

Around 8,000 B.C. the Archaic tradition began to replace the Paleo-Indian hunting tradition as the dominant Indian lifestyle. Whether it developed out of the Paleo-Indian tradition or evolved from an unspecialized hunting and gathering tradition is unknown. The Archaic Indians shifted from a reliance on big game to hunting and trapping smaller animals and fish. They supplemented their diet by gathering vegetable foods such as hickory nuts, acorns, berries, and roots — all of which were plentiful in this region.

Archaic sites, of which only a handful exist in this area, show evidence of continued use of chopping and scraping tools from the Paleo-Indian tradition and the introduction of stemmed bases, barbs, and attachment notches to their spear points. During this epoch, Archaic people began to make artifacts out of polished stone. Many of these polished artifacts were practical objects like mill stones, axes, and adzes. Other polished stones became pendants, beads, and plummets purely for decoration, ritual, or the pleasure of the wearer. Archaic sites that yield significant information are often in cave or rock formations near water.

The region's Archaic traditions are culturally distinct within a broad Archaic framework. The Stallings Island site in the Savannah River near Augusta displays these differences. The site contains an enormous shell midden whose depths contain spear points, grooved axes, polished weights for spears, beads, pins, and pendants. The midden's upper layers, dating to 2,000 B.C., contain pottery that was tempered by fibers. Using roots, Spanish moss, grasses, and other organic fibers, these Archaic peoples developed a stronger pottery that could more easily withstand firing. This distinctive regional variation extends further northward into the Piedmont of Northeast Georgia. Less than a hundred miles away, in the South Carolina Piedmont, the Archaic peoples continued to carve containers out of soapstone.

In addition to their successful adaptation to the region's flora and fauna, the Archaic people introduced a new concept to the area — burial of the dead. The tradition's burial practices consisted of wrapping the body in some type of covering, binding it in a tight position, and burying it in a small pit. Some Archaic

graves included weapons, tools, red ocher, and the bodies of dogs. The burial practices of the Archaic period foreshadowed the elaborate rituals and burials of later periods.

Woodland Tradition

Gradually evolving out of the Archaic tradition was a distinctive, indigenous culture unique to eastern North America. This new custom was called the Woodland tradition and first appeared north and west of Georgia around 1,000 B.C. Woodland peoples continued to hunt and gather as their ancestors did, but refined the tradition by digging storage pits to hold nuts gathered in the fall. Agriculture slowly replaced simple gathering of native vegetables as the Woodland Indians began cultivating the native sumpweed and sunflower for their nutritious seeds. These seed-bearing plants thrive on flood plains, and Woodland cultivation took place near Northeast Georgia's rivers. The Woodland people began growing in Georgia three plants which had been domesticated in Mexico. Squash and gourds were introduced early in the Woodland period, while the "tropical flint" variety of corn arrived here around 200 B.C. Tropical flint corn was grown in Northeast Georgia until A.D. 400, after which it disappeared until A.D. 900, when it was reintroduced by the region's Mississippian inhabitants.

The Woodland Indians began to build permanent houses and disseminated the technology of pottery making. A few Woodland pottery shards have been found in the Northeast Georgia region, notably near the Oconee, Broad, and Savannah Rivers. These shards reflect local styles and forms as well as native materials. These Indians began the custom of constructing elaborate burial mounds, which often contained local pottery, jewelry and precious stones. Although no burial mounds associated with the Woodland tradition have been discovered in this region, an effigy mound near Eatonton, Georgia indicates the presence of a strong Woodland culture. This effigy of an eagle or buzzard is known as "Rock Eagle."

Mississippian Tradition

Between A.D. 700 and A.D. 900 there developed a tradition with the highest level of cultural realization to exist in Georgia before European settlement. This Mississippian tradition developed along the Mississippi River between present day Vicksburg, Mississippi and St. Louis, Missouri. The Mississippian culture was characterized by permanent and populous towns and religious centers. The Mississippian period was the time of the largest Native American population in North America.

The Mississippian tradition is famous for the size and number of mounds constructed during its influence. These were typically flat-topped, pyramidal earthen mounds that functioned as temples, houses, mortuaries, and other important edifices. One such mound exists near Scull Shoals on the Oconee River. Additional mounds can be discerned along the banks of that river further south. The Mississippians, like the Woodland Indians before them, settled on the floodplain of rivers. The fertile floodplain of the Oconee River in Northeast Georgia became the home to Mississippians of the region and it is there that the majority of that tradition's artifacts can be found.

The Mississippians made their homes on the Oconee floodplain to practice agriculture. Their diet consisted typically of corn, beans, and squash supplemented by hunting and gathering in nearby forests. By A.D. 1,200, eastern flint, a new variety of corn that had been domesticated in Guatemala, was introduced to Northeast Georgia. This variety of corn flourished in the region's moist soil and comparatively cool climate, enabling an increase in population previously unseen. Combined with beans, corn provides an adequate diet, causing a decrease in the production of native seed-producing plants.

When Hernando de Soto passed through Northeast Georgia in 1540, he encountered Mississippian culture at its zenith. The discovery of Spanish coins in Greene County indicates that de Soto traded with the local natives, possibly using some as guides and interpreters. The coming of Europeans signaled the decline

of the Mississippian tradition as disease and destruction ravaged the population centers. By the time of English settlement in Northeast Georgia, the Mississippian tradition had been replaced by historic tribes.

Creeks and Cherokees

Creeks and Cherokees, called historic tribes because they enter the pages of white men's history at this time, controlled Northeast Georgia during the eighteenth century. During this time, the dominance of the area by either people was predicated on the strength of local chiefdoms as villages sprouted and withered depending on the fortunes of war. Northeast Georgia was a frontier between the Creeks and Cherokees often used by warriors as a hunting ground but sparsely settled by Indian villages. Later, as white men demanded concessions of land as compensation for Indian depredations, the region became a frontier between these two peoples.

It is no wonder that Northeast Georgia was considered by white settlers to have been abandoned by all but the most warlike Indians. The deadly combination of diseases previously unknown among the Indians, and European technological supremacy precipitated the rapid decline of the region's indigenous inhabitants. A walk along an area stream or through a clear cut will often reveal prehistoric artifacts as a silent testimony to 10,000 years of regional inhabitation.

Transportation

The development of Northeast Georgia parallels the evolution of transportation within the state. Initial transportation for Native Americans consisted of trails and waterways. Hunting trails followed animal migration paths typically only a foot wide, visible only to the trained hunter's eye. The larger trading pathways, which we now call Indian Trails, were more clearly evident than hunting trails as a result of the movement of large parties carrying or dragging trade goods. Places where trading paths crossed became important trade centers, notably Cherokee Corners in Oglethorpe County and similar sites in Elbert, Jackson, and Greene counties. Waterways, navigable streams, and rivers within Northeast Georgia were plied by canoes and rafts. Water transportation was uncertain because of fluctuations in the water levels of streams during the summers and obstacles created by hidden rocks, felled trees, and industrious beavers.

In the late-eighteenth century, white men came to the region as fur traders, utilizing existing Indian trails to trade with Native-Americans. Native-Americans traveled to "Savannah Town," near present day Augusta, to trade furs for textiles, guns, crockery, and other luxuries. After land cessions by the Creeks and Cherokees, colonists moved into this back country area that would become Northeast Georgia. The settlers expanded upon existing trails, clearing and marking the course of travel. The necessity for this was underscored by their sparse and isolated settlement, creating a need for footpaths that could hasten their response to a neighbor in distress.

After the Revolutionary War, roads through the back country were improved for use by stagecoaches. The state at this time was appropriating funds for internal improvements, notably canals and watercourse channeling. Lacking navigable rivers, the region concentrated on the maintenance of roads, building bridges and encouraging the construction of inns and rest stops that would attract stagecoach lines. Until the 1830s stagecoaches were the primary form of passenger travel through the back country, with three weekly routes between Augusta and Athens, including stops in Watkinsville, Lexington, and Greensborough (now Greensboro). Greensboro and Madison were stops on the Seven Islands Road, a route between Charleston and New Orleans. After the War of 1812, the Federal government built two turnpikes through the region. Cherokee Federal Road ran from Athens to the banks of the Tennessee River near present-day Chattanooga. Lower Creek Path, another Federal Road, skirted the southern edge of the region on its way to Macon.

In 1833, James Camak, the editor of the Athens newspaper *Southern Banner*, lobbied for a railroad between Athens and Augusta to facilitate the trade of the region's burgeoning cotton industry. Within a year, the Georgia Railroad was organized with Camak as president and the charter accepted in the Camak House in Athens in 1834. The railroad was granted banking privileges in 1835 to increase working capital and was renamed the Georgia Railroad and Banking Company. The railroad's construction was hampered by the depression of 1837-44, when hard currency was scarce. Still, the railroad provided work to laborers who agreed to reduced wages. Under engineer J. Edgar Thomson, tracks were laid from Augusta to Greensboro by 1839. Stagecoaches were boarded in Greensboro for the balance of the journey to Athens. The purpose of the railroad was not passenger but freight transit, and cotton planters across the region supported the construction through subscription to stock in the venture.

Creation of the Western and Atlantic Railroad, a state-owned venture that connected Georgia's nascent railroads at a terminus in Dekalb (now Fulton) County, caused the Georgia Railroad to shift its direction from Athens to the junction with the Western and Atlantic. A spur line to Athens was completed in 1841, just as through tracks were laid in Madison. By 1844, the Georgia Railroad reached Covington, completing its progress to the new city of Atlanta by 1845.

After the Civil War, the Georgia Railroad, like the Western and Atlantic and the Central of Georgia, lay in shambles. In 1866, the state legislature authorized the governor to endorse bonds to rebuild the state's railroads. By 1872, when state aid was repudiated by a Democratic legislature, the region's railroads were up and running with additional tracks added. The intensification of cotton production and milling in the region led to explosive growth of railroads by the turn-of-the-century. Towns constructed in conjunction with new railroads, such as Jug Tavern (Winder) along the Gainesville Midland or Comer along Seaboard Airline, quickly prospered as focal points for local produce. Towns previously served by railroads retained their importance as intersections with the mercantile world. Covington and Athens became junction points as the state's railroads joined, forming a transportation web. Athens became the center of the region's railroad web by 1920, boasting the presence of Georgia Railroad, Central of Georgia, Southern Railway, Seaboard Airline, and Gainesville Midland.

After 1920, railroad mileage declined as smaller lines, like Gainesville Midland, were absorbed by larger entities and their less profitable tracks neglected. Filling the void left by the retreat of railroads was an increase in automobile, truck, and bus traffic. A state highway system was created to serve a vehicular population that grew by 450,000 between 1916 and 1940. Another transportation marvel, the airplane, made its appearance in Northeast Georgia during the early twentieth century. Local aviation pioneer Ben T. Epps became famous for his efforts, but his premature death foreshadowed a waning regional interest in the technology.

Northeast Georgia developed an industrial base that coincided with a rise in statewide manufacturing during World War II. Clarke, Barrow, Newton, and Jackson counties have changed from agriculture to industry-dominated economies because of the positioning of railroads and highways through the area. As it had become a rail center after the Civil War, Athens became the center of Northeast Georgia's highway web after World War II, served by four U.S. highways. After the war, highway building quickened its pace and within twenty-five years of war's end, Northeast Georgia was served by two interstate highways, I-20 and I-85, closely following the routes of the Georgia Railroad and Seaboard Airline, respectively.

5.2 Regionally Significant County Histories

The following historical information provides histories of individual counties within the Northeast Georgia Region. It includes historical information related to four regionally significant historical themes — or types of historic resources — identified as: Agriculture, Civil War, Native-American, and Transportation. Each section may include “Manufacturing” for relevant counties, particularly those that occupied significant mills. The purpose of this narrative is to provide an inventory of events related to these historical themes. It also

complements the subsequent Historical Markers and National Register inventory by establishing historical contexts for historic resources, helping to organize information about historic resources. Each county is listed alphabetically with sources of information preceding each section. Relevant National Register listings and Historical Markers are also identified for each county. (See Regionally Significant National Register listings for complete listing.)

Barrow County

Beadland to Barrow: A History of Barrow County, Georgia From the Earliest Days to the Present, compiled by The Barrow County Historical Society, general editor C. Fred Ingram, Atlanta: Cherokee Publishing Company, 1978.

Indian Settlement

The area encompassed by present-day Barrow County was claimed by both Upper Creeks and Cherokees and passed from one to another as decided by war between the two tribes. It is thought that the Creeks first came and gave their settlement the name Snodon (situated at the present corner of Athens and Church streets in Winder). It was, most likely, a temporary home because of the Indians' migratory habits.

Nodoroc was a place of religious significance (an unknown people built a stone temple nearby to repel evil spirits). It contained a small lake of boiling blue mud covering approximately four acres in the vicinity of Chapel Christian Church — about three miles east of Winder near the head of Barber's Creek. The volcano erupted shortly after the area was settled and was given its Indian name meaning "hell" because they believed that the devil dwelt there.

The first white settlers came from Effingham County and camped at Talasee Shoals on the northern side of the Mulberry River (northeast of present-day Winder). The whites acquired a tract of land about 8,000 acres in size from the Indians that they called Beadland. The transaction took place near Barbers Creek (present-day Statham) and near the spot where the old Okoloco Trail (Hog Mountain Road) is crossed by the Monroe and Jefferson Roads. The pioneers remained at this site until 1793 when the colony felt strong enough to divide into several communities. "Okoloco" is a Creek Indian word meaning "Hog Mountain."

Historical Marker - Winder's Most Historical Site (Village of Snodon) (Winder)

Fort Yargo

Fort Yargo was erected c. 1792 to protect settlers from the Indians. It was one of four strongholds built by the Humphrey brothers (the others being Fort Strong at Talasee, Fort Thomocoggan at Jefferson and Fort Groaning Rock at Commerce). In 1810, Fort Yargo and 121 acres of land were sold to John Hill, who lived there a number of years. The area around Fort Yargo is included in a Georgia State Park. In 1927, the Sunbury Chapter of the D.A.R. adopted the fort as a project and set out to preserve and restore the building. Due to changing county lines, Fort Yargo's location was, at one time or another, in four different counties including Franklin, Jackson, Walton and Barrow.

Historical Marker - Fort Yargo (Winder)

County Creation and Boundaries

The earliest attempt to create present-day Barrow County was made in 1835. Another unsuccessful effort was made in 1855-56. Winder's location caused confusion because its town center lay in Jackson, Gwinnett and Walton counties. In 1905, an attempt was made to form a new county in the vicinity of Winder, to be called Stephens County. The attempt failed and the people of Toccoa created a new county named Stephens County. After several years of attempting to establish a new county, Barrow was successfully created on July 7, 1914. The county was formed from parts of Jackson, Gwinnett and Walton counties using portions of land that had been separated from the respective counties by rivers.

Railroad

The Gainesville, Midland, Jefferson and Southern Railway built tracks through Jug Tavern in 1883 to connect Gainesville and Social Circle. Regular stops were made at Bethlehem, Jug Tavern and Mulberry. Controlling interest in the route was acquired several years later by the Georgia Railroad and Banking Company.

In 1887, the Georgia, Carolina and Northern Railroad began building tracks from Baltimore to Atlanta. The company then merged with Seaboard Air Line Railway a few years later. Originally, plans were made to lay tracks about four miles south of Jug Tavern, but the company was offered a one mile right-of-way by several large landowners to bring the tracks through Jug Tavern. The first Seaboard train passed through town on April 24, 1892.

The advent of the railroads brought to Winder new mobility and numerous cultural and economic advantages. Many local residents became wealthy as a result of the influx of shoppers and overnight visitors. The town's business section grew up between the Gainesville Midland and Seaboard lines, with the oldest residential areas developing nearby. Winder's population changed dramatically during this period. In 1890, Jug Tavern's population totaled 202 and by 1895, 1,200 people lived in the town; Winder's population increased by almost one-thousand people in a five-year period.

On November 17, 1884, Dr. Wiley H. Bush deeded to the Gainesville, Jefferson and Southern Railroads a right-of-way extending 100 feet on each side of the center of its existing track. This property included the land Bush owned in both Jackson and Walton counties. Present-day Midland Avenue in Winder follows the route of the railroad through present-day Winder. Six years later, on December 8, 1890, Bush deeded additional acreage to the Georgia, Carolina and Northern Railway Company. After this company was merged into the Seaboard Air Line Railway in 1892, a passenger depot was constructed on Porter Street. The depot was later presented to the City of Winder, served as the office of the Chamber of Commerce, and was occupied by the Barrow County Historical Society (The Barrow County Historical Society is currently [1997] located in the old jail, behind the courthouse).

National Register Listings - Winder Depot

Civil War

On August 2, 1864, Wiley Bush, a Confederate soldier home on leave, was accosted near the present-day Winder by a contingent of "Stoneman's Raiders." The soldiers were looking for directions to a safe place where they could camp for the night. Bush led them to a site near Cedar Hill — some six miles from Jug Tavern. As Bush retraced his steps home, he was met by a group of Confederate cavalrymen. He told them about the Federal troops camping nearby.

One day later, on August 3, 1864, a battle took place between units commanded by Colonel W. P. C. Breckinridge of the 9th Kentucky Cavalry, C.S.A and Colonel Horace Capron of the United States Army's cavalry. The battle took place at King's Tanyard, about three miles south of Price's Bridge over the Mulberry River. The unexpected Confederate attack caused such confusion among the Union troops that many fled to Price's Bridge. So many men stormed the bridge that it collapsed, plunging many cavalymen into the Mulberry River. (The bridge dated back to 1822.)

Historical Markers - The Stoneman Raid Battle of King's Tanyard (Broad/Laura streets, Winder)
Battle of King's Tanyard (GA 211 Winder)

Clarke County

A Portrait of Historic Athens and Clarke County, Frances Taliaferro Thomas, Athens, GA: The University of Georgia Press, 1992.

Antebellum Athens and Clarke County, Georgia, Ernest C. Hynds, Athens, GA: The University of Georgia Press, 1974.

Prehistoric Period

There is evidence in Clarke County of occupation or use by the Paleo-Indian, Archaic, Woodland, and Mississippian traditions. During the Mississippian time, present-day Clarke County was part of a “chiefdom” based at Scull Shoals. Probably few Indians lived in the Clarke County area, but they probably used it for hunting game and gathering wild plant foods.

One important local site of Indian-White contact in present-day Oglethorpe County during the mid-18th century was the trading post known as Cherokee Corner, located near Lexington Road between Athens and Lexington.

White Settlement

It was not until the last decades of the 18th century, when the Oconee River became the boundary between the United States and the Creek Nation, that white settlement began in Northeast Georgia. Prior to white settlement, present-day Athens-Clarke County served as the north-south dividing line between Creek and Cherokee territory. At the present-day site of Athens, the north-south Pickens Trail intersected with the east-west Middle Cherokee Path. In May 1783, the new state of Georgia signed its own treaty with the Cherokee Nation. In 1784, the state absolved all Cherokee debts in exchange for land surrounding the sources of the Oconee River. The state legislature created Franklin and Washington counties out of this territory. The number of counties in Georgia began to multiply as the population increased within the state.

County Creation and Boundaries

On December 5, 1801, the state legislature of Georgia passed an act creating a new county, which was named after the Revolutionary War hero and frontier adventurer, Elijah Clarke. Clarke County was created out of the southern portion of Jackson County. However, the borders of Clarke County shifted as it added land from Greene County in 1807 and gave land to Oglethorpe County in 1813 and Madison County in 1811 and 1829. After all these boundary changes, Clarke County covered some 311 square miles.

Historical Marker - Clarke County (Athens)

Roads

A critical issue for the new county during its first several decades was the condition of its roads. Although many roads were opened — including a post road between Watkinsville and Athens in 1804 — the majority of roads extended across wet, boggy ground. The combination of weather and dirt generally caused any type of travel to become an ordeal. Road conditions were particularly important to residents in Athens because they had to travel to Watkinsville to vote or conduct other county matters. By the 1820s, a new road connecting the two towns was completed over smoother terrain. By the mid-1820s, two bridges were also completed, one small bridge across Barber's Creek (on the Athens-Watkinsville road) and a larger bridge across the Oconee near Athens. A horse path from Athens to Fort Stoddard was completed in 1811 as part of U.S. postal route to New Orleans. This road provided safe passage to settlers moving through Clarke County to the new western frontier.

Manufacturing

Before 1828, manufacturing in Clarke County included flour milling, saw milling, grist milling, cotton ginning, cotton pressing, furniture making, blacksmithing, tailoring, milliner and mantua making, tanning, and saddle, bridle and harness making. Most of these businesses were small, independent operations. After 1828, the emphasis was placed on the manufacture of cotton goods.

During the years 1829 to 1833, three cotton mills opened in Athens. The first of these mills opened in 1830 and named the Athens Manufacturing Company (later the Georgia Factory) — located about five miles south of Athens on the lower end of Oconee River's north fork. Wealthy citizens in Athens and Clarke County invested in the cotton mill, which boasted 1,000 spindles and 30 looms when it opened. In 1837, management of the mill was taken over by John White, who quickly acquired full ownership. The factory-owned mill village that developed took his name as Whitehall. By 1849, the average daily production of the mill's 70 workers was 140 yarn bundles and 800 yards of cloth. The mill complex included the factory, houses, stores and other facilities. The factory earned profits during the Civil War by producing Confederate uniforms. After the war, the mill purchased the closed armory in Athens and greatly expanded its textile production.

The second textile plant in Athens, which opened in 1834, was the Athens Cotton and Wool Factory (Athens Factory [Hynds]). This mill was located near the center of Athens at Cedar Shoals. A series of disasters plagued the mill in its early years: in 1835, a fire destroyed most of the mill; in 1840, a flood wiped out the factory; and in 1857, another fire took place. The undaunted investors rebuilt after each of the disasters and the factory continued to produce stripes, bed ticking, linsey-woolsey and other textiles.

The third factory incorporated in Athens in 1833 and was called the Camak Manufacturing Company and later Princeton Factory (1834). Located two and one-half miles south of Athens on the banks of the Oconee River, the mill produced cotton as well as woolen textiles. A mill village with houses and a store developed near the factory. The Princeton Factory mill building, a large two-story brick structure, burned in 1973. The factory was sold to Dr. James S. Hamilton in 1845 and was eventually purchased by Captain James White.

By the 1840s, Athens and Clarke County were second only to Savannah and Chatham County in capital invested in manufacturing. The three mills employed 220 persons and together had 5,630 spindles. All three mills continued to operate into the mid-20th century. In the 1940s, the manufacturing industry, chiefly textiles, employed one-fifth of the workforce in Clarke County. After World War II, mill villages disappeared as corporations owning the mills sold their properties and offered mill workers the chance to purchase homes. At the Princeton Factory, mill houses were moved away from the factory site. Thomas Textiles

bought the mill site at Whitehall and operated the last water-powered textile plant in the county for many years.

At the intersection of present day Westlake Drive and Milledge Circle, Bobbin Mill operated until the turn-of-the-century, supplying bobbins made from locally grown dogwood trees to supply the textile industry. Additionally, Star Thread Mill operated at Barnett Shoals and supported a mill-village settlement.

National Register Listings - White Hall, Athens Factory/Old Mill

Railroad

An article appeared in the *Southern Banner* (Athens newspaper) in June 1833 urging that a Railroad be built between Augusta and Athens. Interested Athenians studied the question and concluded that such a railroad was practical and would be advantageous. They resolved to petition the legislature for a charter of incorporation, a committee to check with other railroads to determine the best method of construction, and a committee be formed to urge other communities to hold public meetings and build up interest. During the following weeks many railroad meetings were held in various communities, including Augusta, Lexington, Eatonton, Greensboro, Crawfordville and Madison. At an October meeting in Greensboro, it was decided to seek incorporation of the Georgia Railroad Company. The company's incorporation included powers to build a railroad westward from Augusta to a point where it could be linked to Athens, Madison and Eatonton.

The organizational meeting of the Georgia Railroad took place on March 10, 1834, in the newly-constructed brick mansion built and owned by James Camak, who was elected President of the company. Banking powers were extended to the railroad by the Georgia General Assembly in 1835 and Camak became the first president of the Georgia Railroad and Banking Company. The development of the railroad in Georgia was the direct result of state cotton manufacturers who were anxious to improve the transportation of goods. By 1839, rail lines extended from Augusta to Greensboro, but passengers and freight had to endure another eight-hour stagecoach ride to reach Athens. In 1841, the railroad finally reached Athens, but the tracks stopped at Carr's Hill on the far side of the Oconee River from downtown. For the next 40 years, passengers reaching Athens by train had to take a cart or carriage or travel on foot or horseback into town. Nonetheless, by 1842 freight traveled between Athens and Augusta twice a week and passengers arrived every day but Sunday.

As rail lines spread across the county and state, Athens increasingly became a central marketplace. Eventually, five railroads serviced Athens: Seaboard Air, Southern, Georgia, Central of Georgia and Gainesville Midland. The growth of the railroad changed the physical landscape of Athens, causing trees to be cut, trestles to be erected and commercial activity to burst onto the scene. By the turn of the century, there was a rising demand for new houses and lots created by people attracted to Athens by the railroad. An example of this growth is the town of Winterville (incorporated in 1904) and developed because of increased demand for residential property.

National Register Listing - Camak House

Historical Marker - Camak House, Landmark in Georgia Railroading (Athens)

Civil War

During the Civil War, Athens served as the collection point for volunteers from surrounding counties in Georgia. The town also became a haven for refugees from the active theaters of war. Residents from cities such as Savannah and Brunswick forwarded their valuables to Athens for safekeeping and women and children traveled to Athens seeking safety. During the War, Athens Fire Company No. 1 organized as a

home guard. The Cook and Brother Armory also brought new industry to Athens. The armory opened on December 25, 1862 on the east bank of the Oconee River in renovated mill buildings and manufactured infantry rifles, artillery rifles and carbines. At its peak, the factory produced 600 guns of each class per month. Additionally, Calvary horseshoes, bayonets and agricultural machinery were made at the armory. Because workers were at a premium and the armory could employ 200 people, women and slaves supplied most of the labor.

National Register Listing - Old North Campus
Historical Marker - Cook & Brother Confederate Armory

Stoneman's Raid

On August 1, 1864, two Union brigades under the command of Colonel Horace Capron and Colonel Adams passed through Madison, setting fire and destroying commissary supplies. At midnight, they stopped just below Watkinsville. The next day, the troops ransacked Watkinsville, taking horses, mules and provisions. Plans were laid to enter Athens and “destroy the armory and other government works.” Adams’s brigade advanced toward Athens along present-day Highway 441. The “Mitchell Thunderbolts” (the Athens home guard) and Captain Ed Lumpkin's battery (along with the double-barreled cannon) were well entrenched at the outer defenses of Athens on a hill above the paper mill on Barber's Creek. Shots from Lumpkin's artillery reportedly killed a lieutenant, wounded several soldiers and sent the remaining troops fleeing upriver in the direction of Jefferson. Capron's battalion, having remained behind at Watkinsville, got word of the strength of the Athens fortification and set out to rejoin Adams, but got lost between Watkinsville and Athens. Another battery of Lumpkin's men exchanged gunfire with a group of Union troops estimated at 80 on Mitchell's Road about sunset the same day. The raiders were again scattered.

After another engagement near Jug Tavern (present day Winder), a contingent from Major Cook's Armory Battalion Cavalry, men of the 16th Georgia Cavalry, and a regiment of Kentucky Infantry rounded up about 300 men. Around 3:00 p.m. on August third, the first Union prisoners arrived in Athens for processing on the field near Old College and internment in the Chapel. For the next few days, Confederate troops rounded up other prisoners in the woods surrounding the battlefield and sent them to Athens under guard by the Thunderbolts. Approximately 431 Union cavalry prisoners were captured. After a few days, the Thunderbolts escorted the prisoners to the depot for shipment to Camp Summer near Andersonville.

Historical Markers - The Stoneman Raid (East Broad Athens)
The Stoneman Raid (U.S. 129/441 Athens)

Elbert County

The Official History of Elbert County 1790-1935, John H. McIntosh, Atlanta: Cherokee Publishing Company, 1968.

Old Petersburg and the Broad River Valley of Georgia: Their Rise and Decline, Ellis Merton Coulter, Athens, GA: The University of Georgia Press, 1965.

County Creation and Boundaries

Elbert County was created from territory that was a portion of the hunting and burial grounds of the Cherokee and Creek Indians. A large tract of land was transferred by the Indians in exchange for debt by a treaty of purchase made at Augusta in 1773. The tract included the present-day counties of Elbert,

Wilkes, Hart, Oglethorpe, Lincoln and portions of Greene, Taliaferro and Madison counties. In 1777, the tract of land was annexed into Wilkes County. Elbert County was created on Dec. 10, 1790 from land in Wilkes County. It is named for General Samuel Elbert who fought in the Revolutionary War and became Governor of Georgia in 1785.

Dartmouth was the first real settlement in Elbert County, located on the same site later occupied by the town of Petersburg. A stockade, called Fort James, was erected to protect the inhabitants of Dartmouth. Bartram visited the fort in the spring of 1776. The fort stood at a site now known as "The Point" where the Broad and Savannah Rivers meet and form a "neck-of-land." It was the third town established in Georgia.

Petersburg was located at the point on the Savannah River where land travel from the north and east crossed into upper Georgia. Early mail routes traveled through Petersburg. In 1794, the route from Washington, Georgia ran through Petersburg on through Elberton to the Franklin Courthouse (present-day Carnesville). A mail route also ran from Augusta through Lincoln Courthouse to Petersburg and on by Elberton to Carnesville. In 1804, a monopoly on stagecoach traffic from Petersburg to Augusta was granted to John Beal. He was allowed to use any road for transporting passengers, but he had to run a stage at least once a week. His franchise lasted ten years. An integrated stage line eventually ran from Milledgeville to Washington, D.C., passing through Petersburg.

Historical Markers - Elbert County (Elberton)
Colonists' Crossing ("The Point") (Elberton)
Site of Petersburg (Elberton)

Old Post Road (Elberton) (Road used for mail during Washington's administration. Later a stage coach ran between Elberton and Lexington three times a week. Stocks for local merchants were brought on this road until 1878 when the first Railroad came to Elberton.)

Greene County

History of Greene County, Georgia 1786-1886, Dr. Thaddeus Brockett Rice, edited by Carolyn White Williams, Spartanburg, SC: The Reprint Company, 1979.

Oconee River: Tales to Tell, Katherine Bowman Walters, Eatonton-Putnam County Historical Society, Spartanburg, SC: The Reprint Company, 1995.

How Curious a Land, Jonathan M. Bryant, Chapel Hill, NC, UNC Press, 1996.

Indian Settlement

Spanish coins have been found in Greene County at Dover and other sites of old Indian villages in the county's northwest section. Other objects of Spanish origin have been found in the same sections of the county. De Soto's men probably traded these items to Indians when they passed through Indian country on their way to the gold region of Northeast Georgia.

The existence of burial mounds and village sites on the Oconee River are believed to predate De Soto's journey in 1540. These mound builders fortified their villages and cultivated nearby fields for possibly 150 years.

In 1777, Wilkes County was formed out of lands ceded by the Indians in 1773. In 1783, a treaty was signed with the Indians ceding lands lying between Wilkes County and the east bank of the Oconee River. Although this treaty was contested by the Creek leaders, the Georgia legislature created Washington and

Franklin counties from these ceded lands on February 25, 1784. Washington County originally included all of present-day Greene and a large part of present-day Oconee County. The opening of Franklin and Washington counties brought an influx of settlers from the Carolinas and Virginia. The first settlement in what is now Greene County was in the Bethany area. As early as 1784, emigrants from North Carolina settled around Bethany.

County Creation and Boundaries

Greene County was created on February 3, 1786 from Washington County. The county was named for the Revolutionary War General, Nathaniel Greene. Possibly the earliest description of what later became Greene County was written by William Bartram describing his travels through Georgia in 1773. Bethany is located near the place described as the "great Buffalo Lick," which has also been associated with Philomath in Oglethorpe County.

In 1787, Indians burned the town of Greensboro. The only barrier between Greene County and the Creek Indians was the Oconee River and Indian raids were frequent.

Historical Markers - Greene County (Greensboro)
The Burning of Greensborough (Greensboro)

Forts

In Greene County, the first private stockade was called Kimbroughs. Fort Alexander was a public fort near the mouth of Richland Creek and at Park's Shoals (where a few years later would be Park's Mill). Fort Fabius was five miles above Fort Alexander. The community that grew up around Fort Fabius became known as Cracker's Neck. Fort Phillips, a federal fort, was fourteen miles upriver from Fort Fabius. Fort Clark was located to protect the Scull Shoals community (finished in the summer of 1793). Several private stockades were located in the fourteen miles between Fort Phillips and Fort Clark.

Railroad

A mud hole in Greene County is said to be responsible for the building of the Georgia Railroad. Cotton-mill machinery shipped from England to Augusta was being hauled to Athens in wagons pulled by mule-wagon teams. The wagons mired in mud on the eastern side of Greene County and could not be retrieved until the following spring. The frustration caused by this event spurred development of the railroad. The railroad, at the time, extended as far as Jefferson Hall, nine miles east of Greensboro. Wagon loads of cotton and produce were brought from Eatonton, Sparta, Madison, Athens and Covington to be loaded on the trains. By 1837, trains reached as far as Greensboro. Eventually, the railroad line to Atlanta and another line to Athens were completed. The junction of these lines was in Union Point.

By 1841, the Georgia Railroad stretched from Augusta to Athens, passing through Greensboro and Madison. In Greene County, the train stopped for water and wood near the confluence of the Apalachee and Oconee rivers where the community of Carey's Station grew up.

Stagecoach and Roads

The stagecoach that came into Greensboro from Athens, Washington, Sparta and Eatonton provided another mode of transportation. Stagecoaches carried both mail and passengers. The Piedmont mail route

from Milledgeville to Washington, D.C. extended 654 miles. It was also popular in the 1830s as a scenic route. The stage stopped in Greene County before making its way north.

A number of roads were ordered to be built in Greene County in 1790. Parts of these roads are still in use. The road from Rock Landing on the Oconee went via Powellton and on to the Ogeechee to Augusta. This road later came from Powellton via White Plains and on across the Oconee at Park's Mill. From there, it was known as the Seven Islands Road. Parts of this road were used as a stagecoach road. The Cherokee Corner to Greensboro Road came through Scull Shoals and crossed the Greensboro-Watson Springs Road, but did not cross the Oconee River.

The old Three-chop Road started in Greensboro and led to Park's Mill. From Park's Mill, the road passed near Madison in Morgan County and proceeded west in the direction of Monticello.

Historical Marker - Stagecoach Road (Greensboro)

The Oconee Navigation Company

A charter for the incorporation of the Oconee Navigation Company was granted in 1805. River tolls set on October 7, 1807, accounted for the freight as well as the distance transported along the river. From the operation's outset, difficulties arose regarding raising money to clear obstacles in the river and about the mills and dams already built along the river. Throughout years of experience, it was found that pole boats performed best. Mules were used to pull the boats around some shoals. The deeply-ground path made by the mules can still be seen in some places along the river. Steamboats were not feasible because cotton easily caught fire from the sparks from the engine. The river was also too shallow in the fall when cotton needed to be sent downriver to Darien. Efforts to make the venture a success were abandoned by 1820.

Scull Shoals

Scull Shoals is among the earliest settlements in Greene County. The first public cotton ginnery was built at or near Scull Shoals in 1807 by Thomas Ligon. The first paper factory chartered by the Georgia legislature was located on the Oconee near Scull Shoals. The Scull Shoals Manufacturing Company built one of the earliest cotton factories in Georgia. About two miles from Scull Shoals, Isaac Stocks built the first fort in the county. In 1802, Greene County gave the territory from Watkinsville to near Scull Shoals to help create Clarke County. In 1875, Clarke gave the land to help form Oconee County.

Probably the earliest settlement in Greene County was located on the Oconee River near the northern boundary. The community was close to prehistoric earth mounds and an early Indian village that suffered heavy depredations for two decades until the Creeks were removed after the Treaty of Fort Wilkinson in 1803. Due to the large size of some land grants and the acquisition of acreage by purchase from land speculators, settlers were thinly dispersed over an extensive area, leaving them vulnerable to Creek raids.

National Register Listing - Scull Shoals Mound Site

Georgia Waters, E. Merton Coulter, Athens, Georgia: Georgia Historical Quarterly, 1965.

In the northwestern corner of Greene County and on the Oconee River, a series of rapids came to be known as Scull Shoals. The explanation generally given for the area's name is for the discovery of human skulls in the area. Indian mounds and an Indian graveyard also washed out not far up the river in a low area. During the 18th century and the first part of the 19th century, the principal routes to markets were the rivers. The most important river in upper Georgia west of the Savannah River, was the Oconee. The

first settlers who came to Greene County underwent hostile reception by the Creek Indians who still lingered in this region. In April 1793, an Augusta newspaper reported that six persons had been murdered by a party of Indians at 10:00 a.m. in Greene County — on or near Scull Shoals. In response to this massacre, a blockhouse was erected at Scull Shoals and named for John Clark. Fort Clark stood two-stories high, situated in a stockade and surrounded by palisades eleven feet high.

Settlers around Scull Shoals took on some of the gentility that accompanied the rise of the plantation economy. Joel Early, a settler from Virginia, purchased land on both sides of the river in 1791 and later purchased an additional tract on the river just below Scull Shoals. Here he built a substantial home named “Fontenoy” and raised a large family. His son Peter became governor of the state (1813-1815). Another early settler was Zachariah Sims, who was interested in developing water power and mills. Before 1809, he built mills (possibly a grist mill), cotton gin and a saw mill. The community of Scull Shoals developed on both sides of the river. The mills were located on higher ground and existed on the river’s eastern side. The most important plantations were located on the western side. In 1809, Sims secured permission from the legislature to build a toll bridge across the Oconee at his mills. Sims also decided to build a paper mill and succeeded in securing a \$3,000 loan from the state legislature in December 1810. Sims became associated with George Washington Paschall, who moved to Scull Shoals with his family from Oglethorpe County. A hotel was built to house the workmen and Paschal's wife, Agnes, ran the hotel. The paper mill eventually failed due, more than likely, to the long drought in the late summer and fall of 1814 when the water in the river became so low that the mill was unable to operate. The supply of paper became so uncertain, because of the water level, that newspapers had to acquire their stock elsewhere. Sims' property was eventually sold in order to pay back the state loan and Thomas Lignon became the new owner. Lignon did not continue the paper mill, but he did continue to collect tolls at the bridge and to gin cotton and grind grain.

In 1827, Lignon sold the property to Dr. Thomas N. Poullain. The land totaled 1,620 acres, lying in Greene and Clarke counties. In 1834, Poullain and four associates secured from the state the incorporation of the “Scull-Shoals Manufacturing Company.” During the next ten years, the factory was increased to two large buildings with several other milling enterprises that employed 250 workers. On November 5, 1845, the two large factory buildings burned. The store, warehouse, flour mill, gin and dwellings remained undamaged. Within the next two years, a new building was built four-stories in height. Within six years, the new factory processed 4,000 bales of cotton annually and operated 2,000 spindles and looms. Water supplied the mills with power. Only after the Civil War was steam power used and then only for powering cotton gins. A dam was built across the river below the bridge and a race 300 to 400 feet long brought water to a turbine wheel. By the mid-20th century, little physical evidence remained of the race and nothing of the dam. Poullain also operated a large plantation. In 1834, he was the largest slave holder in Greene County, owning 145 slaves. Slave-labor cultivated the cotton and provided labor in and around the mills and factory.

Scull Shoals was an unusual community in that it was owned by one man and shared by his associates. It combined farming and manufacturing operations. It provided all the services of a small town with houses, a mercantile store, a Baptist church, a post office and a physician. The population in antebellum times was reputed to have been about 600 people. Although the railroad never serviced Scull Shoals, several highways provided access to the community. A number of roads converged at the bridge in Scull Shoals: One road led northeast to Maxeys in Oglethorpe County and another led eastward to Penfield. A third road ran down the river and then east to Greensboro. On the west side of the river, a road led northwest to Watkinsville and eventually on to Athens. The highway to Madison led southwest to Morgan County. By the mid-20th century, these roads were impassable. During the Civil War, the mills continued to operate and Poullain began making bagging for cotton bales.

Later, the Scull Shoals Manufacturing Company was reorganized and its ownership changed, but remained predominately in the Poullain family. The company came to be called “Fontenoy Mills.” In 1875, however, there was a complete reorganization of the milling and farming enterprises and for the next 25 years a succession of speculative ownerships followed.

Park's Mill

The Park's Mill community, also known as Park's Ferry and Park's Inn, straddled the Oconee River about ten miles south of the Apalachee and Oconee Rivers and the Vernon community. An important Greene County pioneer family established the community. Park's Inn is thought to be the oldest existing house in Morgan County. An Oconee River shoals was near the land of Ezekiel E. Park, the first owner of land located on the east shore. The Cusseta Path had crossed these shoals from time immemorial. This important trail entered southeastern Putnam County between Cedar Creek and Chehaw (Little) River. From the south, the trail led from the Ocmulgee Indian settlement. The path crossed the Oconee and eventually led into the Cherokee Nation. After Morgan County was opened for settlement in 1807, members of the Park family owned land, built homes and operated businesses on both sides of the Oconee River in Greene and Morgan counties. The Parks were licensed in 1807 to collect tolls for operating a bridge built across the river. A ferry could be used if the bridge washed away. Seven Islands Road, a segment in one of America's first important interstate highways, planned to utilize Park's bridge. From Morgan County, the road went west to the Ocmulgee River in Randolph County, crossed the river and extended west to the Mississippi.

Park's Inn was built by Richard Park on the Morgan side of the Oconee c. 1808. It became a stagecoach stop and hub for roads from Greensboro, Eatonton, Monticello and Madison. A settlement developed at the location as Park family members established farms, homes and businesses. The Parks family also operated several commercial industries including a flour and grist mill (three stories in size), a sawmill, a blacksmith shop and a "mud mill" (brick-making operation). The Charles L. White family bought the inn in 1897 and lived there until 1981. The Georgia Power Company purchased the land and the inn for developing the Lake Oconee reservoir. Georgia Power Company relocated the inn before flooding the area. The house was moved about one and one-half miles south and placed on Wood Road. After the move, the Georgia Power Company renovated the building.

John Wood, another early settler near Park's Mill (on part of the old Indian trail that became Seven Islands Road) built a two-story log house c. 1818. This house was also moved by Georgia Power to avoid the area's flooding. It was relocated on Wood Road and restored as a one-story vacation home by Graham Ponders.

Manufacturing

The Curtwright Manufacturing Company at Long Shoals on the Oconee River operated 4,000 spindles and flour and saw mills. The Curtwright Manufacturing Company built the mill on a 500-acre tract between 1820 and 1840. There was a grist and flour mill, a sawmill and a textile mill.

The first paper mill in Georgia, the Zachariah Sims Mill complex, was established at Scull Shoals during the War of 1812 by Zachariah Sims and George Paschal with the help of a loan from the Georgia legislature. Because the paper produced by the mill was not competitive with English paper (after the end of the war in 1814), the mill was closed. The property was bought at a sheriff's sale by Thomas Stokes and resold to Thomas Ligon, who converted the mill into the first ginnery in Greene County. Later the property was acquired by Dr. Thomas N. Poullain and several associates who, in 1840, built the first cotton mill in Greene County known as the Scull Shoals Manufacturing Company. The Scull Shoals Manufacturing Company, located on the Oconee River, operated 2,000 spindles.

The Greensboro Manufacturing Company operated 4,000 spindles. It was converted into a gun factory during the Civil War. Richard Park built Park's Mill on the Oconee c. 1840. Sherman's troops burned the building in 1864. Park's Mill was rebuilt in 1866 and, after many years, closed down. Six hundred forty

acres of the property were located in Morgan County. The Union Manufacturing Co. of Union Point was incorporated in 1898. The Mary-Leila Cotton Mill was organized in 1899.

National Register Listing - Union Manufacturing Company

River Plantations

The plantation system reached its height-of-prosperity in Greene County during the 1850s. The county contained the largest, "most splendid" plantations of all the counties in the Oconee River valley. The area in the county between Richland Creek and the Oconee became known as "prosperity ridge" because of the large plantations located there.

Civil War

On November 19, 1864, Federal General Geary and his troops camped for the night at Lee Jordan's plantation after burning the Georgia Railroad bridge that crossed the Oconee. The following day, they burned Park's Mill in Greene County.

The 20th Corps, commanded by Brig. Gen. A. S. Williams, was to march through Madison, detach Brig. Gen. John W. Geary to destroy the railroad bridge crossing the Oconee, and then enter Putnam County. Gen. Henry Slocum accompanied the 20th Corps. Greene County did not lie along the route to Milledgeville, so it had no large encampments of soldiers. In one day, however, Geary's troops destroyed five miles of railroads, 530 bales of cotton, and 50,000 bushels of corn. As the 20th Corps marched from Covington to Social Circle, to Rutledge, and into Madison, all railroad tracks and depots along the way were destroyed. On the night of November 18, Gen. John Geary's division camped along the railroad tracks two miles north of Madison. The next day, Geary and his men were dispatched from the wagon train and sent ahead to destroy more railroad tracks and the Oconee River bridge. Geary's men spent the night at Lee Jordan's Blue Springs Plantation. On November 20, units in the division advanced on to the Park's Mill property and set fire to the mill and bridge. Mrs. Park asked for the family's protection and the house to be unharmed in the name of the Masonic Order. The house's roof caught fire from embers blown from the burning mill, but a loyal slave, Cyrus Park, put out the fire using wet blankets. Some of the Union forces camped on the Park property that night. Other detachments made trips into Greene County and Greensboro itself to collect horses and provisions. Their mission also entailed convincing Greensboro residents that Sherman intended to march to Augusta (no Savannah).

Historical Marker - Unknown Confederate Dead (Greensboro)

Jackson County

The Early History of Jackson County, Georgia, G. J. N. Wilson, Atlanta: Foote & Davies Co., 1914.

County Creation and Boundaries

Jackson County was formed on February 11, 1796, from Franklin County and was the 22nd county formed in Georgia. The county was originally four times larger than it is now and included several places which have since become prominent in other counties. The county was named after General James Jackson of Revolutionary War fame. For the first five years, the county's boundaries remained unaltered. Then on December 5, 1801, Clarke County was created, cut largely from Jackson County. Similarly, on December 5, 1811, Madison County was created, taking a large part of Jackson and smaller portions from

Oglethorpe, Clarke, Franklin and Elbert counties. On December 7, 1812, territory was added to Jackson County. On Dec. 19, 1818, Walton, Gwinnett and Hall counties were formed from Jackson County. On December 24, 1821, Jackson County was made larger when territory from Franklin County was added. This division occurred again in 1837. In 1850, several hundred acres of Jackson County were cut off and added to Clarke County. Minor changes in the boundaries also took place in 1852, 1856, 1868 and 1870. When originally formed in 1796, Jackson County covered 1,800 square miles. Today Jackson County contains only 337 square miles.

Historical Marker - Jackson County (Jefferson)

Indian Settlement

Before white settlement began, both Cherokee and Creek Indians inhabited the present area of Jackson County. This territory was a dividing line between the two Indian tribes. The Creeks lived mostly to the south and the Cherokee to the north of this section.

Frary Elrod writes in his book, *The History of Jackson County*, "Although the Creeks and Cherokees lived in peace most of the time, one great battle was fought in this territory. This war occurred (about the year 1770) over a dispute as to which tribe had the right to claim the territory between the Lacoda Trail and the Tishmaugu (present day Mulberry) River. The battle began at Numerogo, just above present day Hurricane Shoals. The Cherokees were led by a man named Amercides and the Creeks were commanded by Talitchlechee." Talitchlechee slew Amercides and the Creeks eventually prevailed, but not until the battle had waged several days eventually ending at Radoata (near Attica). His account includes a description of Elancydyne, the wife of Amercides, rallying the retreating Cherokee warriors by mounting her slain husband's white horse.

The holy ground at Yamacutah (near present-day Commerce) is described as last being used by the Indians in 1785, when an event occurred on November 24 that was described as "the sun having the appearance of the moon as seen through a dense fog" and as being "visible all day but did not emit any light." The Indians sat around the circle day and night, until the sun arose as usual the next day, then walked the paths in the holy ground in a ceremonious way and exited by the open end path at the east.

In later years, the nearest courthouse to the Cherokee nation was the Jackson County courthouse in Jefferson.

Indian Trails

Some of the existing Indian trails became a basis for later roads used by white settlers. The Lacoda Trail parallels parts of present day U.S. 441 on the eastern edge of Jackson County. It would have passed through Center, Nicholson, Commerce, Maysville and Gillsville. The Indian highway known as the Okoloco Trail was called the Hog Mountain Road when opened for travel by white settlers. When in 1803 the United States received permission from the Cherokees to construct a road through their lands, it ran east to west across Jackson County. It was completed in 1818.

White Settlement

The first non-Indian resident of Jackson County that is known was Major Thomas Cochran, who built a two-story log cabin six miles from present-day Hoscht on what became the Jefferson Road. (The cabin stood until about 1950). Larger white settlements began as early as 1784 with settlements at Groaning Rock (just south of Commerce on sandy Creek) and at Yamacutah, near present-day Commerce. Yamacutah was noted to be near the Indian holy ground, a source of conflict when one of the settlers killed a bear on the

holy ground. Descendants of William Dunson, one of the first settlers at Groaning Rock, still resided on the original tract of land into the twentieth century. A community was established in 1786 at Talasee. In 1787, with the arrival of more settlers, the white communities expanded toward Yamtrahoochee (Hurricane Shoals). By 1801 the settlement at Hurricane Shoals included homes, a church, a grist mill, a small iron foundry, and the first school in Jackson County. When, in 1801, Clarke County was cut away from Jackson County, the county seat was moved to a central location at the site of the Indian village Thomocoggan. The name was later changed to "Jefferson," in honor of Thomas Jefferson.

The following is an excerpt from *Historical Notes on Jackson County*, by Frary Elrod, c.1967: "Records indicate that Fort Yargo, Fort Harrison, Fort Early, Fort Daniel, and Fort Flawyd (Floyd) existed in Jackson County but the site of all of them is not known. It is known, however, that forts existed on the North Fork of the Oconee River (Fort Early); on Walnut Fork River; on the Federal Road (Commerce); at Thomocoggan (Jefferson); near Hog Mountain (Fort Daniel) near Winder (Fort Yargo); at Talasee and at Hurricane Shoals."

Transportation

Rail service began for Jackson County in the 1870's with the construction of the Northeastern Railroad through Commerce, Nicholson, and Center to Athens, and to the north connecting with the Atlanta to Charlotte, N.C. line.

In 1883, the Gainesville, Jefferson and Social Circle, a narrow-gauged wood-burning steam locomotive, began hauling passengers, mail and freight between these cities. In 1905 this train became the Gainesville Midland Railroad, widened the track to standard gauge, and extended the line to Athens. Passenger and mail service were discontinued in 1943, but freight continues today. On June 22, 1959, the steam locomotive made its last run on this track before giving way to diesel powered locomotives.

Two large inns were located in Jefferson on the downtown square to serve as stagecoach stops on the route from Augusta to Dahlonega, attesting to what must have been a bustling thoroughfare during the years of stagecoach travel.

Civil War

Jackson County's largely agricultural economic base was used to supply men and materials for the struggle during the Civil War. It is known that the iron foundry established near Hurricane Shoals in the late 1700's was last used to make cannonballs during the Civil War.

In July 1864, a Confederate calvary troop under the command of Colonel W. P. C. Breckenridge captured 430 men, horses, arms and ammunition in the southern edge of Jackson County. The prisoners were carried to the University of Georgia campus where they were held for four days before being transferred to the prisoner of war camp in Andersonville. Jackson County furnished approximately 1,350 men to the war effort.

Jasper County

Jasper County (originally Randolph County) was founded December 10, 1807 from parts of Baldwin County. Randolph County was named for John Randolph of Virginia, but in 1813 there was a dispute between Randolph and the citizens of the county over his views concerning Great Britain, and the name was subsequently changed to Jasper County to honor Sergeant William Jasper of South Carolina and Revolutionary War fame.

The Town of Monticello was laid out in the Summer of 1808 and made the county seat on December 10, 1808. Many of the original settlers were from Virginia, and the town was named for the home of President Thomas Jefferson. The site was chosen because of the group of low hills, one of which had a relatively level top. There were six springs within five hundred yards of the hill, which became the town square. The city limits were established as a one-mile radius circle from the center of the square. The large spring on the north side of the hill was known as the “Gravel Spring” and served as the town’s water supply for several years. Monticello was about half way between two “immigrant roads” between Alabama and the Carolinas, the Old Alabama Road and the Seven Islands Road.

Transportation

The earliest roads around Monticello were Indian trails and foot paths. At its founding, Monticello was connected to the two immigrant roads that passed to the north and south of thwo. Stage service came from the Old Alabama Raod, which came through Eatonton and Smithboro to Adgatesville and joined the Seven Islands Road at Thomaston. The county and the state began paving roads in Jasper County in the 1930's, and by the 1970's there were few unpaved roads remaining in the county.

Civil War

Jasper County’s role in the Civil War was slight. Monticello is said to one of the few towns to have had General Sherman’s soldiers come through it twice. In August, 1863, cavalry under General Stone man passed through on their way to raid Clinton and Macon. Then, in November, three companies of Union infantry passed through on their way to Milledgeville. Tradition says that General Sherman stayed in the Shady Dale Hotel for three days while he was in the county. The courthouse was set on fire by Union troops, but the fire was quickly extinguished by local citizens.

Madison County

The History of Madison County, Georgia, Paul Tabor, 1974.

Georgia Waters, E. Merton Coulter, Athens, Georgia: Georgia Historical Quarterly, 1965.

Indian Settlement

The Cherokee Indians were in possession of the Madison County area in 1773, but the Creek Indians also had claims to the land from previous settlement. The area was probably used by the Indians as camping and hunting grounds since no permanent settlements of importance had been established. During the early summer of 1773, the Cherokees, with the permission of the Creeks, ceded a large tract of land to the Colonial Governor of Georgia. The western border of the tract lay across present-day Madison County, from Dogsboro (Hull vicinity) to Neese (east of Ila). A survey of that boundary was made during the summer of 1773 and Bartram went with the survey party (describing the trip in his book of travels). In 1777, the white settlers gained control of the area and organized it as Wilkes County.

In 1784, another ceding of land was demanded from the Cherokees and the Creeks because they had fought on the side of the British. The western part of this area, ceded by the Indians, eventually became part of Madison County.

Many communities near the frontier border built forts as protection from Indian raids. In late 1792, the Governor of Georgia surveyed the area on the western border (north of Athens) for defensive positions. The survey identified seventeen forts from Athens to near modern Toccoa and four were located in present-day Madison County.

County Creation and Boundaries

Madison County was created on December 5, 1811, from portions of Franklin, Jackson, Clarke, Oglethorpe and Elbert counties. The county's boundaries have changed several times since 1812. Parts of Clarke, Oglethorpe, Elbert, Franklin and Jackson counties were added in 1813 and 1830. A small area was taken from Madison and added to Hart County in 1856 and named after James Madison, the fourth President of United States.

Historical Marker - Madison County (Danielsville)

Railroad

The Georgia Railroad (from Augusta to Athens and completed in 1841) was the first and closest railroad to Madison County. In 1876, the railroad from Athens to Lula was constructed, almost touching the western boundary of Madison County. The same year, the Toccoa-Elberton railroad was built almost touching the eastern part of the county. Both lines created market towns for Madison County farmers.

The first railroad to go through Madison County was the Georgia, Carolina and Northern (later the Seaboard Air Line). Construction was completed in 1891 and four towns developed quickly as a result of the railroad including Hull, Colbert, Comer, and Berkeley (Carlton).

Manufacturing

An 1877 map shows fourteen mills in Madison County and two more located just across the border. All were located on streams and used water power. A cottonseed oil mill operated in Comer for almost 60 years. Two such mills were constructed in 1902, one at Comer and one at Carlton.

Madison Springs

Many springs were discovered and developed in the antebellum period of Georgia. Madison Springs was one of eleven principal springs in Georgia and one of the more prominent springs during the early part of the 19th century. Indian Springs, Warm Springs and Catoosa Springs represented the other principal springs. Madison Springs, however, was the principal watering place in Georgia even before 1825. It was situated seven miles from Danielsville. Its buildings were erected in 1811. By 1816, Madison Springs' waters were becoming well known. In 1817, lots were sold in order to establish a village. A town plan was drawn with one-half acre lots. The village was named Alexanderville, after James Alexander who became sole owner, and retained this name until a post office was established in 1825 when it officially became Madison Springs. Alexanderville was a special attraction to low-country residents from the coast of Georgia and South Carolina as well as to Piedmont aristocrats. The village served many families who remained for the summer. For other visitors, a hotel was built, which came to be known as Madison Springs throughout Georgia. The Madison Springs properties, including the hotel, the village and other adjacent areas, accounted for 2,450 acres.

Because a railroad never ran by the resort, it was accessed by stage lines throughout its period of prominence as a public summer resort. In 1817, the stage line from Augusta to Athens advertised a private hack at Lexington to convey persons to Madison Springs. In 1830, passengers traveled directly by stagecoach from Athens to the resort. In 1841, a great boon came to Madison Springs when the Georgia Railroad reached Athens from Augusta. The railroad's extension allowed visitors to leave Augusta and reach Madison Springs within twenty hours.

The heyday of the springs occurred after ownership was acquired in 1839 by Daniel Morrison. For ten years, the hotel became famous as a genteel watering place. Morrison spent from \$30,000 to \$35,000 in improvements and new buildings. He turned the original hotel into “one of the best built and most beautiful structures in the State.” It had a dining room 40 x 92 feet and a ballroom 40 x 40 feet and thirty chambers. Each of the building’s floors was surrounded by fourteen-foot wide piazzas (open spaces similar to porches) flanked by columns 28 feet in height. There were also two rows of cabins with piazzas, forming a vista with the hotel at the end. During the period 1841-1861, guests numbered almost three hundred during the season’s peak. People of high standing in politics, law, education, religion and agriculture spent time at Madison Springs. The resort was referred to as “The Saratoga of the South,” “The Garden Spot of Georgia” and “The Eden of the South.” It became a common practice for some of the graduating classes of University of Georgia, accompanied by parents, schoolmates and friends, to spend time at Madison Springs after commencement exercises before going on the “grand tour” to other watering places, such as Toccoa Falls and Tallulah Falls. Formal balls, attended by as many as 400 people, were held during the late 1840s and 1850s. The outbreak of the Civil War ended Madison Springs’ use as a popular resort. Later, on the night of Jan. 30, 1871, the hotel burned. Residents in Athens reported that the whole sky to the north was aglow. The fire destroyed the main hotel and several nearby buildings. Eventually, the property became a private residence for the Hunnicut family of Athens.

Morgan County

Rambles Through Morgan County, Louise McHenry Hicky, Morgan County Historical Society, 1971.

County Creation and Boundaries

Morgan County was created on December 10, 1807, and laid out from Baldwin County and portions of Greene County. In 1815, a small portion of Jasper County was added. Settlements were located in the area long before the county’s formation. There was a settlement around Madison before the town was incorporated in 1809. The county was named for Major General Daniel Morgan, hero of the Revolutionary War and later U.S. congressman.

Historical Marker - Morgan County (Madison)

Stagecoach

Madison was a favorite stopover place for the stagecoach. The stagecoach also provided mail service. Present-day South First Street was the old stagecoach road from Charleston to New Orleans. It was later named the Old Post Road. [See also sections on Buckhead and Brownwood].

Railroad

The Georgia Railroad ran from Augusta through Madison. The first terminus was planned for Athens, later it became Madison and eventually ended in Atlanta. The town of Madison would not permit the railroad to run through town, so a prominent citizen, Judge Adam G. Saffold, gave his own land for the railroad.

Buckhead

One of the earliest and most interesting settlements in the county was around the town of Buckhead on the Greensboro-Augusta road — eight miles east of Madison, Georgia. A group of hunters, led by Benjamin Fitzpatrick, a Revolutionary soldier, crossed the Oconee River from Greene County to establish

the settlement. Two antebellum homes are located around Buckhead and known as the old Safford home and the Alford family home. Buckhead was once an important railroad town and a stop between Augusta and Atlanta.

An intriguing landmark is what was once an old tavern (built about 1808) located in “Parks Mill” or “Parks’ Ferry” — seven miles from Buckhead. This community was the site where the ferry once crossed the river. The tavern was built by the Parks family of Greene County. A small community surrounded the tavern with a grist mill, store and other buildings. The tavern was on the stage coach line from Philadelphia to New Orleans. The tavern was purchased by Charles L. White in 1897. The Judge James B. Parks of Greensboro was born in the Parks Mill community. Fred White, son of Charles White, tried to get a paved road to the Parks Mill community. He apparently met with Governor Griffin regarding this proposal and anticipated the construction of a bridge across the Oconee River into Greene County. The tavern was saved from burning during a Civil War raid by two black ferrymen and slaves, Cyrus and Sterling Parks, who put out the fire started by Union soldiers by throwing wet blankets on the roof.

Historical Markers - Federal Raid (Buckhead) (On November 19, 1864, Federal troops under General Geary, Sherman's 20th Army Corps, drove a small detachment of Confederate soldiers out of Buckhead and then destroyed the water tank, railroad buildings and a large supply of cordwood. Moving out of Buckhead, the troops destroyed the RR to the Oconee River, burned the bridge there and destroyed gins, mills, cotton and corn.)

The March to the Sea (Buckhead)
Park Home and Site of Park's Mill (Buckhead)

Brownwood

The first frame house in the community was built in 1809 by Benjamin McCoy. It was later used as an inn and stood until 1971. The stage coach ran along the “Sand Town” road going to Newborn and the inn served as a stopover place. Big Indian Creek and the Old Brown's Mill are also located in Brownwood and a crossroad community located five miles southwest of Madison on CR 246. All but one of the original, historic buildings still exist in this community.

Historical Markers - The Stoneman Raid (Madison)
The March to the Sea (Madison)
The March to the Sea (Rutledge)
Confederate Dead (Madison)
Seven Islands Road (Madison)[Not Standing]

Newton County

History of Newton County, Georgia, compiled by the Newton County Historical Society, Covington, Georgia, 1988.

County Creation and Boundaries

Newton County was formed on December 24, 1821 from Jasper, Walton and Henry counties. It is named for John Newton, a Revolutionary War soldier and companion of Sergeant Jasper. At the time the county was formed, the center of activity was at the Brick Store, a general store, stagecoach stop, and the

residence of Martin Kolb. The first session of the Newton County Superior Court was held at the Brick Store on April 15, 1822.

Old Mills at Cedar Shoals

Between 1822 and 1826, a plantation, grist mill, saw mill and blacksmith's shop were built at Cedar Shoals. On January 20, 1830, Samuel J. Bryan, Noah Phillips and John Persall entered into an agreement whereby Bryan conveyed to Phillips and Persall one-half interest in the lands, mills and privileges at Cedar Shoals on the Yellow River for the purpose of conducting a plantation as copartners. They also agreed that Phillips and Persall could erect any buildings necessary for a cotton factory as long as it did not interfere with the mills and machinery already in place. On June 10, 1831, Joseph Harris granted to Phillips and Persall (for four years) a suitable spot of land near his mills. It included the privilege of water access sufficient to carry the wool carding machinery, a cotton factory and land sufficient for building necessary houses and gardens. On January 23, 1833, the grant was relinquished to Bryan. On January 10, 1839, Bryan sold to Phillips and Persall his share of certain lots in exchange for six promissory notes. On that same date, Phillips and Persall agreed to carry on their partnership at Cedar Shoals. On January 14, 1841, Persall sold all of his interest to Phillips in exchange for promissory notes given on September 3, 1841. Sometime between 1841 and 1850, Lemuel Dearing became Phillips' partner. On October 6, 1855, Phillips and Dearing appointed Erastus Guild of Gwinnett County as their attorney to sell their property to an investment firm in Boston. The property description in the Power of Attorney states that: "the property was located on the Yellow River, 2-½ miles from the Georgia Railroad on a principal thoroughfare between NY and New Orleans; the property consisted of 506 1/4 acres; on the property was a large flour mill, corn merchant mill, large saw mill, a lath and shingle mill, cotton factory (brick building, 3,000 spindles), two large dwelling houses, eighteen smaller houses, one wooden factory building, a chair factory, a store, a warehouse, a blacksmith shop, an office, two carriage houses, four Negro houses, ten wells, a dam, one church and an academy."

Factory Shoals

This site was the subject of a survey conducted in December 1980, by Southeastern Wildlife Services, Inc. under contract with the Covington-Newton County Recreation Department for the purpose of developing the land into a wilderness park. The property is located on the Alcovy River immediately above its junction with Jackson Lake. The remnants of three 19th-century mills are located on a section of the river's shoals, situated in the project area and known as Newton Factory, White's cotton factory and Jones' grist mill.

The survey located nine archaeological sites and numerous cultural resources in the project's area. Eight sites contained historic components and three sites contained prehistoric components. The survey recommended the Newton Factory community for nomination to the National Register as an archaeological district because of local significance. The justification for eligibility was that the Newton Factory community played a very significant role during the industrialization of antebellum Georgia.

Civil War

(See Map 5-1 showing Sherman's route through Newton County).

Stagecoach

In its earliest days, Newton County was served by one of the state's major stagecoach routes. This route connected Milledgeville with Rock Mountain (Stone Mountain) and passed through Covington where it made a regular stop.

Railroad

Men from Newton County organized a railroad in December 1836, the Middle Branch Rail Road Company. The railroad directors were given one year to raise sufficient funds to construct a railroad from Madison to the Chattahoochee River by way of Covington. The company failed to raise the necessary funds, and the railroad was never constructed. In October 1837, the Georgia Railroad Company decided to continue its rail line from Madison to the Chattahoochee River. The Georgia Senate granted that right on November 28, 1837. A conflict arose because the legislature had already granted the right to build a track through Covington to the Middle Branch Rail Road Company. The conflict was solved by a bill introduced in the Senate that amended the franchise to the Middle Branch Railroad that allowed it to build a railroad from Madison through Covington but not at a point where it would meet the state road. This bill was eventually tabled. In February 1838, the boards of directors of the two railroad companies had a meeting to discuss the conflict. The Middle Branch company asked the Georgia Railroad to pass near Covington in return for dropping plans to build a railroad. Sometime between February and July 1838, the Georgia Railroad decided to merge with or buy out the stock of the Middle Branch Rail Road. On July 10, 1838, the Middle Branch bought shares of the Georgia Railroad and got two seats on the board. In return, the Georgia Railroad bought shares of the Middle Branch and also got two seats on the board. In October 1839, the railroad proceeded in laying tracks from Madison through the counties of Morgan, Newton, Walton and DeKalb. The actual surveying and planning took place in 1842 and 1843. It was decided that the railroad would not pass through Covington, but would be located just north of town between Oxford and Covington. The railroad reached Newton County in 1844. The significance of the railroad to Newton County was incalculable. Shipping costs fell to 1/10 of their former levels and the coastal and river areas' economic and political dominance, which they acquired by trading, ended.

The Middle Georgia & Atlantic Railroad completed a track to Covington on January 6, 1894. The company offered two trains each way per day between Covington and Milledgeville. The Newton County stops included Newborn, Carmel Junction, Hayston, Starrsville, Covington Junction and Covington. Because the rail line connected with the Georgia Railroad, travelers had easy access to and from trains to Atlanta. The Middle Georgia & Atlantic Railroad was sold to the Central of Georgia on December 19, 1896. After this event, the direct connections with the Georgia Railroad for passengers were severed and passengers had to use horse-drawn hacks or street cars for transfer. In 1899, the Central company built an extension of its line from Covington to Porterdale to serve the local textile industry.

The Covington & Oxford Street Railroad was a mule car line designed to link Covington and Oxford together with an efficient and inexpensive form of transportation. The line gave both communities an easy means of reaching the Georgia Railroad depot — located between the two towns. The track was partially completed in May 1888, and the first passenger car began operating in July 1888. The track was finally completed in October 1888. The street cars were powered by mules and became familiar sites along the streets. Mule car operations were ceased in 1917. The street railway was one of the last mule car lines in the United States.

Oconee County

The History of Oconee County, Georgia, compiled by Margaret F. Sommer, Dallas: Curtis Media, 1993.

County Creation

Oconee County was created on February 25, 1875, from part of Clarke County and named for the Oconee River, which forms its eastern boundary. "Oconee" is the Creek word for "the place of springs" or "the water eyes of the hills."

*Historical Markers - Oconee County (Watkinsville)
The Stoneman Raid (Watkinsville)*

Stagecoach Line

A stagecoach ran through portions of Oconee County and through the town of Watkinsville. The Eagle Tavern originally served the needs of travelers through the county, especially those traveling north to Athens.

Manufacturing

The High Shoals Manufacturing Company was built in the 1840s on the Morgan-Walton County side of the Apalachee River. It contributed to Oconee County's early economic development as well. Originally, the mill workers were slaves, later paid employees. In 1896, the mill employed about 250 workers. A new addition was built in 1897 so that the company could eliminate the night shift and still produce the same quantity of goods. The company produced checks, stripes, jerseys, shirting and jeans. Buildings in the mill complex included a cotton store house, a dye and dry house, a boiler house, an office-store building and a grist mill. By 1888, there were 166 employees operating 5,632 spindles. By 1898, capacity reached 8,000 spindles. By 1903, 10,000 spindles turned in the expanded mill. A fire destroyed the company on May 16, 1928. At that time, the mill was one of the largest in this part of the state. It was never rebuilt.

Oglethorpe County

The History of Oglethorpe County, Georgia, Florrie Carter Smith, Washington, Georgia: Wilkes Publishing, Inc., 1970.

The Story of Oglethorpe County, Lena Smith Wise, Lexington, Georgia: Historic Oglethorpe County, Inc., 1980.

County Creation and Boundaries

Oglethorpe County was created December 19, 1793, from the western part of Wilkes County and named for General James Edward Oglethorpe — the founder of Georgia. In 1794, a portion of Greene County was added and in 1799 parts of Oglethorpe were added to Greene in exchange for land. In 1811, Madison County received land from Oglethorpe. In 1813, a portion of land was taken from Clarke County. In 1825, some land was transferred to Taliaferro County. In 1831, a part of Oglethorpe was added to Madison County. In 1900, a portion of Oglethorpe County that included Winterville was annexed to Clarke County.

Historical Marker - Oglethorpe County (Crawford)

Cherokee Corner

Cherokee Corner is five miles northwest of Crawford on Highway 78. It is one of the most historic sites in upper Georgia. Cherokee Corner served as a famous council ground for the Cherokee Indians. In 1773, Cherokees, Creeks and white settlers made a treaty that established Cherokee Corner as the boundary line between the Indians and settlers. The Elijah Clarke Chapter of the D.A.R. of Athens erected a marker on October 12, 1925 at Cherokee Corner. For many years, Cherokee Corner was a stagecoach stop, trading post and post office. The post office continued to operate until the mails began to be carried on the

Athens branch of the Georgia Railroad about 1843. A blockhouse was constructed near Cherokee Corner and known as Fort Knox.

Near Cherokee Corner, was an old Indian trail known as the Cherokee Trail or Trading Path that extended from Virginia to the Mississippi River. Because Cherokee Corner was about midway between the two points, it was an important center for the different branches of the Cherokee tribes. The old dirt road from Athens to Lexington was a part of the Cherokee Trail. Before the advent of the railroad, wagons crowded this road during the fall and winter months, traveling to and from markets in Augusta. Another important trail that led from Cherokee Corner extended east to the Savannah River and crossed the river at the Cherokee Ford. This trail has long been obliterated by farmers cultivating fields. The trail, at one time, passed through Arnoldsville and The Glade. Cherokee Corner remains, however, an important place related to Native-American history.

Railroad

Wagons loaded with machinery for the Princeton Factory near Athens (being shipped from England to Savannah to Augusta to Athens) got stuck in a mud hole near present-day Union Point and could not be cleared until the following spring. This particular incident is said to be responsible for the decision to build a railroad to Athens. Actual construction of the railroad began in May 1834. By 1839, trains were running as far as Greensboro. Once a day, trains departed Augusta at 6:00 p.m. and arrived in Greensboro at 1:00 a.m.

Civil War

During the Civil War, a munitions plant, a harness and saddle factory, and a quartermaster commissary operated in Lexington.

Walton County

Wayfarers in Walton: A History of Walton County, Georgia 1818-1967, Anita B. Sams, Monroe, Georgia: The General Charitable Foundation of Monroe, Georgia, Inc., 1967.

Indian Trails

Years of travel along trade routes used by white traders as well as Indians led to the formation of well-known trails. In the Walton County area, these were narrow trails, two to three feet across, but adequate for single-file travel by horse or on foot.

The Hightower Trail from Cherokee country was the best known route in the Walton County area. Cherokees from villages along the Etowah River used it to carry furs east and south to Augusta. At the Rock Bridge or Yellow River, this trail had a fork to the Creek Indians on the Chattahoochee River and in middle eastern Alabama. Entering Walton County just south of Jersey, the trail continued through Social Circle and left the county in a southeasterly direction towards Rutledge in Morgan County — extending past Madison to a ford on the Apalachee River east of Swords.

Another well-traveled trail, a branch of the Hightower Trail, led from High Shoals westward across Walton County to join the main route at the ford on the Alcovy River near the mouth of Richland Creek.

The Rogue Road originated as an Indian path and entered Walton County at the Apalachee River. This “road” connected to trails traveling northeast to South Carolina through present-day Winder, Jefferson,

Commerce, Carnesville and Lavonia. The Rogue Road eventually became a segment of the immigrant path across Georgia to the west. This trail ran southward and traversed present-day Monroe (today's Broad Street is believed to be a portion of it). Continuing due south, the road crossed the Hightower Trail at Social Circle. Beyond the county line, the path went southwestward, passing near Jackson and into a trail later called the Alabama Road that led to Coweta Falls (now Columbus). The trail is known only as Rogue Road in Walton County and is referred to by other names elsewhere.

Historical Marker - Hightower Trail (Social Circle)

Roads and Bridges

At the time of the 1819 survey, in the southern part of the county (much of which has been lost by boundary changes), two routes led from the Alcovy eastward into Jasper County. Conner's Road almost paralleled McGourck's Road and followed Shallow Branch to bisect Rogue Road. Emerging from this junction, it became Tremble's Road and led into Jasper County.

Just north of Social Circle, Morgan Road separated from Rogue Road and ran east to briefly link with Hightower Trail. It then forked and entered Morgan County at two separate points.

Bonner's Road began at the southern boundary of district two, near an ancient Indian path. It bisected Hard Labor, Big and Little Sandy, Indian and Jack's creeks to lead into district three where it joined "an old road."

Madison Road, in district two, ran in a rough parallel to the Apalachee River and merged with Jacob Hinton's Road to Morgan County from district three. Hinton's Road and its bridge supplied a connecting link with Clarke County.

The "road to Easley's Cowpens" was the most significant old road in Walton County. It branched from the Rogue Road in district three just below present-day Monroe.

In the summer and fall of 1821 with the county seat's permanent location assured, orders were issued for laying out some two dozen badly needed routes. Among the early attempts were efforts to establish passable roads from Monroe to Easley's Cowpens, Jack's Creek, the Hightower Trail (near its ford on the Alcovy River), the High Shoals of the Apalachee River, the Morgan County line, Wagon's Store, Hinton's Bridge on the Apalachee and from the Gwinnett County line to the Clarke County boundary.

Battle of Jack's Creek

This battle, occurring on September 21, 1787, was a clash between 80 and 100 Creek Indians and a band of 130 white men led by General Elijah Clarke. The battle took place a short distance east of present-day Monroe and marked the last Indian activity of note east of the Alcovy River. General Clarke's account of the battle states that he collected his band of men — chiefly volunteers — as the result of an attack on General George Barber on the 16th in which three men were killed and because of reports that a man was killed on the 17th near Greensborough. General Clarke and his men marched to the place where General Barber's group had been attacked. They, at this point, proceeded on the Indians' trail to the south fork of the Ocmulgee. Having decided that he could not overtake the Indians, General Clarke went up the river until he found a fresh trail of Indians moving in the direction of the frontier settlements. He and his men followed this new trail until they encountered the Indians on the 21st. The Indians had just crossed Jack's Creek and were encamped. The Indians were defeated by Clarke's men who suffered six casualties. Indian casualties were unrecorded. The six men were buried along a tributary of Jack's Creek. This stream has since been known as Dead Men's Branch or Battle Prong.

Historical Marker - The Battle of Jack's Creek, September 21, 1787 (Monroe)

County Creation and Boundaries

An organizational act forming Walton County was approved by the Georgia legislature on December 19, 1818. Included in the act was the annexation of a sizable tract from Jackson County. It was created December 15 and 19, 1818 with land acquired by Creek cession of January 22, 1818, and named for George Walton a signer of the Declaration of Independence and a U.S. Congressman.

Historical Marker - Walton County (Monroe)

Fort Yargo

Among the buildings on the Jackson County tract annexed to Walton County was a sturdy hewn-timber fort used by the settlers for protection from the Indians. The building is dated c. 1792 and its builders are identified as brothers, going by the name of Humphrey. The fort was originally part of Franklin County (1784), then Jackson County (1796), then Walton County (1818) and finally passed to Barrow County (1914).

Today, Fort Yargo is part of the second largest state park in Northeast Georgia. The fort is located approximately three miles southeast of Winder. The fort is remarkably well-preserved and some of the flooring measures more than a foot in width. A corner stairway provides access to the upper floor. The building's dimensions are approximately eighteen by twenty-three feet.

Fort Yargo was one of four "blockhouses" erected by Joseph Humphrey and his brothers. The other three forts are said to have stood east of Bethlehem, at Sorrells Springs and near Gratis.

Landmarks

Among the first mills that contributed to Walton County's economic base were Talbot's, Thurmond's, Dyke's, Robert M. Echols' (sawmill) on Big Flat Creek; Brunham's on Haynes Creek; the Gum Creek Mill; Benjamin Hardin's and Harris' on Little Haynes; Hugh Means' on Hard Labor; Samuel Whaley's on Marbury's Creek; Selman's and Goodson's on Jack's Creek; Gaither's, Presley's, Micajah Whitley's and Bridges' (sawmill) on Beaverdam; Easley's on Flat Creek; Braswell's, William M. Mapp's and James Parker's on the Alcovy; Joseph Peeple's on Naked Creek; and Major Robert Ellison's, James Shepherd's, Willis Kilgore's, the Snows', H. H. Camp's and Wiley Swinney's on the Apalachee.

Railroad

The Walton Railroad Company was incorporated by a special act of the legislature on August 27, 1872, with capital stock of \$75,000. The purpose of the company was to open a rail line to connect Monroe with Social Circle. The first run of the new route was made on September 1, 1880.

On March 11, 1884, the Walton Railroad Company was purchased by the Gainesville, Jefferson and Southern Railroad Company. The branch of the Belmont to Hoschton line was extended twenty-six miles to Monroe. The fifty-four-mile stretch from Gainesville to Social Circle functioned as part of the company until July 5, 1904, when it was sold at a foreclosure sale. At that time, the ten-mile stretch acquired from the Walton Railroad Company was detached. On August 8, 1904, the Monroe Railroad Company was independently organized, operating the line until it was leased to the Georgia Railroad on July 1, 1915. The

Georgia Railroad discontinued passenger service on the extension on August 19, 1928. Travelers made connections between Social Circle and Monroe by bus, until the service ended on May 15, 1959. The Monroe-Gainesville stretch of the Gainesville, Jefferson and Southern was reorganized on August 1, 1904, and operated as part of the Gainesville Midland Railroad until June 30, 1947.

The Greene County Railroad incorporated on July 27, 1911. On August 1, 1911, the company purchased property and franchise rights from the Bostwick Railroad Company, whose six-mile line operated between Apalachee, a station of the Central of Georgia Railroad Company, and Bostwick, both in Morgan County. The company also built fourteen miles of line in the seven-mile distance between Bostwick and Good Hope and seven remaining miles between Good Hope and Monroe (June 1914). The Greene County Railroad ceased operation on April 30, 1942.

It took a number of years before a branch-line from Loganville to Lawrenceville in Gwinnett County developed. On September 24, 1881, the Loganville Railroad Company was incorporated. A railroad line, however, was never built. On March 30, 1898, a charter was issued to the Loganville and Lawrenceville Railroad of Georgia. Construction on the rail line was under way by the first of June and the 10.4 mile track was completed December 1. The railroad signed a contract that allowed the line to begin operation as part of the Seaboard Air Line Railway (the L & L company remained independent). The route was in service from July 1, 1900 until February 27, 1902 under this agreement and later the Seaboard purchased the franchise and property. Operations ceased on January 17, 1932.

Civil War

Sherman sent General George Stoneman on an expedition-of-destruction in 1864. General Stoneman and a portion of his command were captured near Macon, but more than 1,000 men got away. Hoping to rejoin Sherman, the escaping troops of Colonel Silas Adams and Colonel Horace Capron retreated in the direction of Athens, plundering and burning property along the way. On August 2 (1864), the troops reached Watkinsville. Colonel Adams moved toward Athens, but finding it well defended, requested Capron to join him. Capron, however, missed the agreed-upon route and after several hours of delay moved on to Jug Tavern (Winder) to rest. A brigade of Kentuckians led by Colonel W. C. P. Breckenridge located Capron just before daylight on August third near King's Tanyard — five miles above Jug Tavern on the south bank of Mulberry Creek. The Union soldiers scattered during the attack. Capron was separated from his men and arrived in Atlanta on August 7. Adams was marching toward the Chattahoochee River when he learned of the attack. He hurried to the aid of Capron but arrived too late. Adams followed the Confederates and attacked their rear, claiming to have killed and wounded about 40 soldiers. He then withdrew to join Sherman. Colonel Breckenridge and his troops marched some 300 Union prisoners into Athens on the afternoon of August 3.

On November 15, 1864, Sherman and his troops began their “march to the sea.” The forces were divided into two wings: the right marched south toward Macon to concentrate at Gordon and the left took the road from Decatur toward Social Circle. Late in the afternoon on November 17, the 20th Corps, under the command of General A. S. Williams, reached Centerville (Jersey). The troops advanced down Hightower Trail and camped between Cornish and Big Flat Creeks. The leading division was located on the west bank of the Alcovy — three miles from Social Circle. On November 18, the 2nd and 3rd divisions dismantled the rails of the Georgia Railroad at Social Circle, eventually destroying the entire sixteen miles of track to Madison. Raiders had burned the depot the previous summer.

Seven miles southeast of Social Circle, Union troops attacked Rutledge, burning the railroad station and warehouses. On the night of the 18th, the 20th corps camped west of Madison on the Covington Road.

Monroe was also the site of a Federal raid. Members of Stoneman's cavalry division dashed into Monroe and ransacked the village. The soldiers broke down the doors of the only general store in town and

destroyed or looted the merchandise. On North Broad Street near the present-day intersection of East Highland Avenue, a group of soldiers entered the Stephen Felker home and searched it for valuables.

Historical Markers - Garrard's Cavalry Raid (Loganville) (On July 20, 1864, Hq. 2nd Cavalry Division Brig. Gen. Kenner Garrard was in Decatur. His three brigades were guarding bridges over the Chattahoochee River. That night, Garrard was ordered to assemble his command and march to Covington to burn the bridges over the Yellow and Ulcofauhachee (Alcovy) rivers and destroy the Georgia Railroad in that area. He marched on the 21st. Next morning the destruction was begun. At Covington, he burned the depot, a newly-built hospital center, cotton and commissary supplies. After destroying two Railroad and four wagon bridges, three trains, and six miles of track, he turned north toward Loganville, arriving on the 23rd. The raid cut off all communication between Atlanta and Augusta.)

The March to the Sea (Social Circle)

Manufacturing

During the 1840s, just over the line in Morgan County, one of Georgia's earliest cotton mills was established. The office was later located across the road in Walton County. It began in 1845 with the founding of a modest yarn mill and a grist mill at High Shoals by E. S. Hopping. On March 8, 1850, the Athens' *Southern Banner* carried a legal announcement regarding the organization of the High Shoals Manufacturing Company for the purpose of engaging in the business of manufacturing cotton and woolen goods. The business was reorganized in 1857 as the New High Shoals Manufacturing Company. The mill operated under three ownerships. In 1888, it was incorporated as the New High Shoals Manufacturing Company. In 1908, the charter was renewed as High Shoals Manufacturing Company. The charter was renewed again in 1928. On May 16, 1928, fire swept through the mill. The picker room, warehouse, machine shop, dwellings and store survived the fire, but the burned mill was not rebuilt.

The Walton Steam Mills Company was incorporated on February 20, 1854 for the purpose of "sawing lumber and using any machinery for turning and planing and for the manufacture of flour and meal and carding wool."

The Monroe Cotton Mills was chartered on August 19, 1895. The mill started up in 1896 and the first product was brown sheeting, principally for export to China. The Mills' capacity increased from the original 5,000 spindles to 25,000. On March 4, 1963, the Mills became Monroe Mills Division of Wellman Operating Corporation — a Delaware firm. In 1965, it became Monroe Mills, Inc.

The Walton Cotton Mill Company was chartered on March 17, 1900. Construction was completed in 1901 and cloth production began with 5,000 spindles. The mill doubled its size in 1906 and again in 1924. In 1964, the name was changed to Walton Mill, Inc.

5.3 Regionally Significant National Register Listings

(Listed According to Historical Theme — See Map 5-2)

Agriculture

1. Manning Gin Farm, Bethlehem (Barrow)
2. Ralph Gaines House, Elberton (Elbert)
3. Ralph Banks Place/Coldwater Plantation, Ruckersville vicinity(Elbert)

4. Asa Chandler House, Elberton vicinity (Elbert)
5. Historic Resources of Greensboro (Multiple Resource Area) (Greene)
6. Peter W. Printup Plantation, Union Point vicinity (Greene)
7. Jefferson Hall (Greene)
8. Moore-Crutchfield Place, Siloam (Greene)
9. Hillcrest/Allen Clinic, Hoschton (Jackson)
10. Shields-Ethridge Farm, Jefferson vicinity (Jackson)
11. Williamson-Malley-Turner Farm, (Jackson)
12. Holder Plantation (Jackson)
13. Cedar Lane Farm, Madison (Morgan)
14. Smithonia, Smithonia (Oglethorpe)
15. Smith-Harris House, Vesta (Oglethorpe)
16. Casulon Plantation, Good Hope (Walton)
17. William Harris Family Farmstead, Campton vicinity (Walton)
18. James Berrien Upshaw House, Between (Walton)

Civil War

1. Old North Campus, Athens (Clarke)
2. Taylor-Grady House, Athens (Clarke)
3. Madison Historic District, Madison (Morgan)

Native-American Sites

1. Philomath Historic District, Philomath (Oglethorpe)

Transportation

1. Winder Depot, Winder (Barrow)
2. Jackson Street Commercial Historic District, Winder (Barrow)
3. Broad Street Commercial Historic District, Winder (Barrow)
4. Downtown Winder Historic District, Winder (Barrow)
5. Camak House, Athens (Clarke)
6. Downtown Athens Historic District, Athens (Clarke)
7. Milledge Avenue Historic District, Athens (Clarke)
8. Boulevard Historic District, Athens (Clarke)
9. Athens Warehouse District, Athens (Clarke)
10. Elberton Depot, Elberton (Elbert)
11. Jefferson Hall (Greene)
12. Historic Resources of Greensboro (Multiple Resource Area) (Greene)
13. Union Point Historic District, Union Point (Greene)
14. Colbert Historic District, Colbert (Madison)
15. Watson's Mill, Covered Bridge, and Historic District (Madison)
16. Comer Historic District (Madison)
17. Madison Historic District, Madison (Morgan)
18. South Main Street Historic District, Watkinsville (Oconee)
19. Elders Mill Covered Bridge and Elder Mill, Watkinsville (Oconee)
20. Bishop Historic District (Oconee)
21. Howard's Covered Bridge/Big Clouds Creek, Smithonia (Oglethorpe)
22. Crawford Depot, Crawford (Oglethorpe)

23. Watson's Mill, Covered Bridge, and Historic District (Oglethorpe)
24. Kilgore's Mill Covered Bridge and Mill Site, Bethlehem vicinity (Walton)
25. Social Circle Historic District, Social Circle (Walton)
26. Historic Resources of Monroe (Walton)

5.4 Other Regionally Significant Historic Resources

(Identified by Task Force Members)

Agriculture

Red Barn, Athens (Clarke)
Beverly Plantation (Elbert)

Civil War

Chicopee Mill, Athens (Clarke)
Barber Creek Site, Athens (Clarke)
John Cunningham House, Greensboro vicinity (Greene)

Native-American

"Yamacutah Mounds" (Jackson)
"Yamacatrochee Mounds" [Hurricane Shoals] (Jackson)

Transportation

Jefferson Bridge, Jefferson (Jackson)

5.5 Regionally Significant Historical Markers

Throughout the Northeast Georgia Region, Georgia State Historical Markers exist. The markers listed below represent regionally significant historical markers. Many of these markers recognize significant historical sites or places. This information includes the marker's inscription and location and was referenced from *The Historical Markers of North Georgia* by Kenneth W. Boyd. Typographical errors in the inscriptions have not been corrected; they are recorded as they appear on standing markers.

Regionally significant historical markers are shown on Map 5-3.

Barrow County

Named in honor of David Crenshaw Barrow, Chancellor of the University of Georgia for many years.
County seat: Winder.

Bethlehem

KILGORE MILL COVERED BRIDGE (burned) (Transportation)

Located 1.5 miles west across Apalachee River; constructed by D. J. Thompson in 1874, replacing older bridge. Constructed by the Town Truss Design patented in 1820 by Ithiel Town of Conn.; the bridge consists of a web of planks crisscrossed at angles of 45° to 60° like lattice fastened with wooden pegs, extending 117 feet with one span, 16.5 feet wide and 15.5 feet high.

In 1833, Joseph James sold the land to Willis Kilgore, Sr. and it remained in his family over 75 years. He built a saw mill and grist mill at the dam. In 1924 E. M. & G. R. Brisco purchased the land and mills, and remained owners until 1940. It became known as Brisco Mills. Land on Barrow Co. side owned by Mrs. Ola Sims, and Walton Co. side by Mr. & Mrs. H. D. Kinsey. Only the bridge remains.

(Located on GA 11, 2 miles south of junction with GA 324. BCHS 007-97, 1977.)

Statham

STATHAM HOUSE (Civil War/Native-American)

Built circa 1850. Owned by M. John C. Statham. He provided homes for widows of Civil War Veterans; donated land for right-of-way of railroad; streets for town, and a lot for a Methodist Church - now the city cemetery.

Statham, incorporated Dec. 20, 1892, named in honor of its founder M. J. C. Statham. First Post Office known as Barber's Creek, 1846; then Delay 1854 and changed to Statham in 1892.

Statham was originally known as Calamit Village, part of the Talasee Colony on the Ocoloco Trail, inhabited by Creek and Cherokee Indians. In 1784, white settlers paid Indian Chief Umausauga 14 pounds of beads for land from Calamit to Snodon and Poganip calling it Beadland.

(Located on Broad Street near the junction with Jefferson Street. BCHS 007-89, 1977.)

FIRST GEORGIA CHAPTER FUTURE FARMERS OF AMERICA (Agriculture)

Was located at Statham Consolidated High School, Statham, Georgia. Organized October 1928 and chartered by State Association January 16, 1929.

Officers were: William R. Bowdoin, President,
Ernest L. McLocklin, Vice President,
Dewey Nixon, Secretary,
Glenn Segars, Treasurer,
Robert Langford, Reporter,
A. P. Lewis, Adviser and Teacher of Voc. Ag.

Other members were: James Carruth, James Delay, Clarence Dunahoo, Leslie Finch, Lester Greenway, Lewis Grizzle, Thurmon Hale, Sam Hale, Samuel Hardigree, Marvel Hunter, Walter Jones, Joseph Kinney, Marion Kinney, Lewis Langford, Willie McGee, Eucephus Sims, Hill Winn Steed, and Aubry Savage.

(Located on Broad Street at the Elementary School Gymnasium. An identical marker is located on GA 8 at The Peoples Bank. FFA 007-87.)

Winder

THE STONEMAN RAID BATTLE OF KING'S TANYARD (Civil War)

Closing in on Atlanta in July 1864, Maj. Gen. W. T. Sherman found it “too strong to assault and too extensive to invest.” To force its evacuation, he sent Maj. Gen. Geo. Stoneman's cavalry (F) to cut the Macon railway by which its defenders were supplied. At the Battle of Sunshine Church (19 miles NE of Macon), Stoneman surrendered with 600 men to Brig. Gen. Alfred Iverson, Jr., (C) after covering the escape northward of Adams' and Capron's brigades. Both units retreated via Athens, intending to resupply their commands there and to “destroy the armory and other government works,” but were stopped at the river bridge south of Athens by Home Guard units with a battery of guns. Unable to cross, they turned west; Capron on the Hog Mountain Road through Jug Tavern (Winder), and Adams on roads farther north by which he reached the Union lines near Marietta without further losses.

Capron passed through Jug Tavern late that night and marched to King's Tanyard (5 miles NW on State 211) where he halted for two hours to rest his exhausted command. Before dawn on August 3rd, he was surprised by Williams' Kentucky brigade (C). About 430 of his men were captured and sent to Athens, a few escaping through the woods. Capron himself, with six men, reached the Union lines near Marietta four days later - on foot.

This action, known also as the Battle of Jug Tavern, was the final event of the Federal fiasco called the Stoneman Raid.

(Located at Broad and Laura Streets on the courthouse lawn. GHM 007-4, 1957.)

BUILDER OF THE NATION (Transportation)

This steam locomotive was presented to the City of Winder and Barrow County in 1959 by the Seaboard Air Line Railroad Company. It was placed here as a permanent exhibit in memory of the important service engines of this type rendered to the country. Built in 1930, it operated for a number of years on the Gainesville Midland Railroad. At the time of its retirement in 1959, No. 208 was one of the last steam locomotives in service in this section of the country.

(Located at Broad and Porter Streets at the railroad station. GHM 007-96.)

FORT YARGO (Native-American)

This remarkably preserved log blockhouse was built in 1793, according to historians. There are several references to Fort Yargo as existing prior to 1800. Its location is given as three miles southwest of “Jug Tavern,” original name of Winder.

Early historians say Fort Yargo was one of four forts built by Humphries Brothers to protect early settlers from Indians. The other three forts were listed as at Talassee, Thomocoggan, now Jefferson, and Groaning Rock, now Commerce.

Fort Yargo is now a State Park with recreational facilities.

(Located on GA 81 at Carson Wages Road, 2.8 miles south of the junction with GA 8. GHM 007-1, 1954.)

Note: The fort is 0.1 mile down Carson Wages Road.

WINDER'S MOST HISTORICAL SITE (Native-American)

For years inestimable, the Creek Indian Village of Snodon stood here. In 1793 Alonzo Draper, Homer Jackson and Herman Scupeen and their families become the first white people to establish homes in Snodon. This same year Snodon became Jug Tavern.

In 1862 Byrd Betts gave a portion of land for Jug Tavern's first church, the First Methodist.

In 1880, Hillman D. Jackson, Dr. James Saunders and Rev. D. Frank Rutherford purchased 11½ acres and built Jug Tavern's first school on this spot known as the Academy Lot. These three men served as Board of Trustees until 1887, at which time they transferred the school to a new board consisting of: Robert L. Carithers, C. W. Harris, Hillman D. Jackson, J. H. Kilgore and Z. F. Stanton.

Jug Tavern became Winder in 1893 and the Academy Lot remained the site of Winder's Public School until 1938.

(Located on GA 211/Athens Street at Church Street. BCHS 007-93, 1979.)

BATTLE OF KING'S TANYARD (Civil War)

On July 31, 1864, at the Battle of Sunshine Church (19 miles NE of Macon), Maj. Gen. Geo. Stoneman (F) surrendered with 600 men to Brig. Gen. Alfred Iverson, Jr. (C), after covering the escape of Adams' and Capron's brigades of his cavalry command. Both units retreated via Athens, intending to resupply their troops there, but were stopped early on August 2nd at the river bridge south of Athens by Home Guard units with artillery. Unable to cross, they turned west; Capron on the Hog Mountain road to Jug Tavern (Winder), and Adams on roads farther north by which he reached the Union lines near Marietta without further loss.

Late that night, Capron halted briefly at Jug Tavern, fed and watered his horses, then marched to King's Tanyard (about 300 yards E) and halted again for two hours to rest his exhausted command. A large body of runaway negroes, who had followed the column, crowded in between the rear pickets and the main body.

Before dawn on August 3rd, Williams' Kentucky brigade (C), in pursuit from Sunshine Church, charged over his pickets and into the panic-stricken negroes "driving and scattering everything before them." Thrown into confusion, Capron's men soon gave way and stampeded toward Mulberry River. About 430 were captured and sent to Athens; others escaped into the woods. Capron himself, with six men, reached Marietta four days later - on foot.

This engagement, called also the Battle of Jug Tavern, was the final event of the Federal fiasco known as the Stoneman Raid.

(Located on GA 211, 5 miles north of the courthouse. GHM 007-3, 1957.)

ROCKWELL UNIVERSALIST CHURCH (Civil War)

Organized 1839 - Second oldest Universalist Church in Georgia. Located here near original site of Rockwell School, oldest school in this section, and Rockwell Masonic Lodge. Confederate soldiers enlisted and drilled here in 1861-1865.

Church recognized in 1867 by Dr. L. F. W. Andrews as first Universalist Church of then Jackson County, and called Mulberry Church. Voting precinct and Justice Court, known as House's District, were located here until 1900. Present building erected 1881, and name changed to Rockwell Church. Paul Hill deeded the land to the church.

(Located on GA 53 north, at Rockwell Church Road, 3.5 miles north of the courthouse. BCHS 007-90, 1978.)

Clarke County

Athens

CLARKE COUNTY (Native-American)

Clarke County, created by Act. of Dec. 5, 1801, from Jackson County, originally contained Oconee and part of Madison and Green Counties. It was named for Gen. Elijah Clarke who came to Wilkes County, Ga., from N. C. in 1774 and fought through Ga. and S. C. during the Revolutionary War. He engaged in several battles with the Indians and signed treaties with the Cherokees in 1783 and Creeks in 1783 and 1785. He died Dec. 15, 1799. First officers of Clarke County, commissioned Dec. 31, 1801, were: Abner Bankston, Sheriff; Bedford Brown, Clk. Sup. Ct.; Gabriel Hubert, Clk. Inf. Ct.; Stephen Nobles, Surveyor; Daniel Conner, Coroner.

(Located at North Jackson and East Washington Streets next to the courthouse. GHM 029-4, 1956.)

UNIVERSITY OF GEORGIA (Civil War/Agriculture)

Endowed with 40,000 acres of land in 1784 and chartered in 1785, the charter was the first granted by a state for a government controlled university. After Louisville and then Greensboro were first selected, the current site, was chosen.

The first president, and author of the school's charter, Abraham Baldwin, resigned when the doors opened, and was succeeded by Josiah Meigs. The University first began to thrive under Moses Waddel, who became president in 1819. Alonzo Church was president 1829-1859.

During the War for Southern Independence, most of the students entered the Confederate Army. The University closed its doors in 1864, and did not open again until January 1866. After the War many Confederate veterans became students.

Famous pre-war profs. were John and Joseph LeConte and Charles F. McCay, while famous students were Robert Toombs, Alexander H. Stephens, Howell Cobb, and Crawford W. Long.

Plans for a modern university were first developed by Walter B. Hill and realized under Harmon W. Caldwell. The best known of the post-war presidents (now chancellors) was David C. Barrow. The builder of the modern plant was Chancellor Steadman V. Sanford.

(Located at East Broad and College Streets, next to the arch at the entrance to the campus. GHM 029-1, 1992.)

ROBERT TOOMBS OAK (Civil War)

A majestic oak tree once stood on this spot and one of the University's most endearing legends also flourished here.

Robert Toombs (1810-1885) was young, and boisterous when he was dismissed from Franklin College in 1828. Five decades later it was said that Toombs returned on the next commencement day after he was expelled and spoke so eloquently under the tree that the entire audience left the chapel to hear him. Later, it was said, that the tree was struck by lightning on the day Toombs died and never recovered. The tree finally collapsed in 1908 and the remains were cut into mementos that have since been handed down by alumni.

Robert Toombs was a lawyer, planter and statesman. He served in the Georgia House 1837-1840, 1842-1845, in the U. S. Congress 1845-1853, the U. S. Senate from 1853 until he resigned in 1861. Toombs was Secretary of State of the Confederacy then a brigadier general in the C.S.A. He also played a major role in Georgia's Constitutional Convention of 1877.

Marker erected at direction of General Assembly resolution approved March 1985.

(Located between the Chapel and Demosthenian Hall near the Arch on the University of Georgia campus. GHM 029-15, 1987.)

THE STONEMAN RAID (Civil War)

Closing in on Atlanta in July 1864, Maj. Gen. W. T. Sherman found it "too strong to assault and too extensive to invest." To force its evacuation, he sent Maj. Gen. Geo. Stoneman's cavalry (F) to cut the Macon railway by which Atlanta's defenders were supplied. At the Battle of Sunshine Church (19 miles NE of Macon), Stoneman surrendered with 600 men to Brig. Gen. Alfred Iverson, Jr., (C) after covering the escape of Adams' and Capron's brigades. Both retreated via Athens, intending to resupply their commands here and to "destroy the armory and other government works."

At the bridge over Middle Oconee River (4 miles SW), they were stopped by Home Guard units with artillery. Unable to cross, they turned west; Capron on the Hog Mountain Road through Jug Tavern (Winder), and Adams on roads farther north by which he reached the Union lines near Marietta without further loss.

While resting his exhausted command briefly at King's Tanyard (NW of Winder), Capron was surprised before dawn on the 3rd by Williams' Kentucky brigade (C). About 430 men were captured, Capron himself and a few others escaping through the woods. The prisoners were brought to Athens by Col. W. C. P. Breckinridge, 9th Kentucky Cavalry, and held under guard on the college campus until they could be sent to the prison at Andersonville.

(Located on East Broad Street near South Lumpkin Street. GHM 029-6, 1984.)

THE TAYLOR-GRADY HOUSE (Civil War)

General Robert Taylor (1787-1859), a planter and cotton merchant, built this Greek Revival home as a summer residence in 1839. Shortly thereafter he moved his family here permanently from Savannah in order for his sons to attend the University of Georgia.

Henry Woodfin Grady (1850-1889) lived in this house from 1865 to 1868 while a student at the University. His father, William S. Grady, bought the house in 1863 and it remained in the family's possession until

1872. Henry Grady often referred to this house as “an old Southern home with its lofty pillars, and its white pigeons fluttering down through the golden air.” The 13 Doric columns are said to represent the 13 original states.

As managing editor of the *Atlanta Constitution*, Henry W. Grady became the spokesman of the New South. An impressive orator, he stressed the importance of reconciliation between North and South after the Civil War. The South today, with an economy balanced between industry and diversified agriculture, has made a reality of Grady's dream for his native region.

(Located at 634 Prince Avenue. GHM 029-13, 1970.)

CAMAK HOUSE: LANDMARK IN GEORGIA RAILROADING (Transportation)

On March 10, 1834, a group of Athens men met in this house, then the home of Mr. James Camak, to accept the charter of the Georgia Railroad Company and to organize the corporation. At this meeting Mr. Camak was elected its president, and he soon began a tour of the State building up interest in the railroad and explaining its purpose. Camak served as president for two years and played an important part in blazing the way for the future success of the company.

The Georgia Railroad Company was incorporated by an act of the legislature of 1833 and empowered “to construct a Rail or Turnpike Road” from Augusta to Eatonton, Madison, and Athens. It was during Camak’s administration, in 1835 that the charter was amended to change the name to Georgia Railroad and Banking Company and to authorize the company to conduct a banking business. The Georgia is the oldest railroad in the State operating under its original charter.

By 1874 the main line from Augusta to Atlanta, as well as a branch line to Athens, had been completed. The company continued its banking activities until 1892, at which time a subsidiary, the Georgia Railroad Bank & Trust Company, was formed to conduct the banking business.

(Located at Meigs and Finley Streets, one block off Prince Avenue. GHM 029-10, 1963.)

THE ATHENS DOUBLE-BARRELED CANNON (Civil War)

This cannon, the only known one of its kind, was designed by Mr. John Gilleland, a private in the “Mitchell Thunderbolts,” an elite “home guard” unit of business and professional men ineligible because of age or disability for service in the Confederate army. Cast in the Athens foundry, it was intended to fire simultaneously two balls connected by a chain which would “mow down the enemy somewhat as a scythe cuts wheat.” It failed for lack of a means of firing both barrels at the exact instant.

It was tested in a field on the Newton's Bridge road against a target of upright poles. With both balls rammed home and the chain dangling from the twin muzzles, the piece was fired; but the lack of precise simultaneity caused uneven explosion of the propelling charges which snapped the chain and gave each ball an erratic and unpredictable trajectory.

Lacking a workable firing device, the gun was a failure. It was presented to the City of Athens where, for almost a century it has been preserved as an object of curiosity, and where it performed sturdy service for many years in celebrating political victories.

(Located at College and East Hancock Avenues on the city hall lawn. GHM 029-5, 1957.)

COOK & BROTHER CONFEDERATE ARMORY (Civil War)

To this building in 1862 was brought the machinery of the armory established in New Orleans at the outbreak of the War by Ferdinand W. C. and Francis L. Cook, recent English immigrants, the former a skilled engineer, for the manufacture of Enfield rifles, bayonets and cavalry horse shoes. Said to be the largest and most efficient private armory in the Confederacy, it produced a rifle declared by an ordinance officer to be "superior to any that I have seen of Southern manufacture." Under contract to supply 30,000 rifles to the Confederate Army the armory operated until its employees, organized as a reserve battalion under Major Ferdinand and Captain Francis Cook, were in 1864 called to active duty upon the approach of Sherman's army. The battalion took part in the battles of Griswoldville, Grahamville, Honey Hill and Savannah where Maj. Cook was killed. After Griswoldville Gen. P. J. Phillips reported that Maj. Cook and his men "participated fully in the action, departed themselves gallantly and . . . suffered much from wounds and death." Leased by the Confederacy in 1865 the armory was operated until the close of the War. The property was bought by the Athens Manufacturing Co. in 1870.

(Located on East Broad Street near the river. GHM 029-2, 1955.)

GEORGIA'S PIONEER AVIATOR - BEN T. EPPS, 1888-1937 (Transportation)

Ben T. Epps - Georgia's First in Flight - designed, built and in 1907 flew the first airplane in the State of Georgia. He was born in Oconee County, educated in Clarke County, and attended Georgia Tech. A self-taught aviator, aircraft designer, and builder, Epps built the 1907 Monoplane in his shop on Washington Street in Athens and designed and flew new airplanes in 1909, 1911, 1916, 1924, and 1930.

The 1924 Epps Monoplane weighed only 350 pounds, had a wingspan of 25 feet, and was powered by a two-cylinder motorcycle engine. Designed for the average man, easy to fly, and inexpensive to operate, it would get 25 miles per gallon at 60 miles per hour.

Epps began operation of an airport at this location in 1917, and operated a flying service for the next 20 years. In 1937, he died of injuries incurred here after engine failure and the crash of his light biplane on take-off.

(Located off U.S. 78 in front of the Athens-Clarke County Airport. GHM 029-16, 1987.)

THE STONEMAN RAID (Civil War)

On July 31, 1864, at the Battle of Sunshine Church (19 miles NE of Macon), Maj. Gen. Geo. Stoneman (F) surrendered with 600 men to Brig. Gen. Alfred Iverson, Jr., (C), after covering the escape northward of Adams' and Capron's brigades of his cavalry command. Adams moved via Eatonton and Madison and Capron via Rutledge, rejoining north of Madison late the next day.

Early on August 2nd, Adams, intending to resupply his command to "destroy the armory and other government works" in Athens, reached this point and found the planks removed from the bridge over Middle Oconee River (on the old road) and guns emplaced on the hill above Princeton Factory (0.3 miles N), supported by the "Mitchell Thunderbolts" and other Home Guard units, commanded by Capt. Edward P. Lumpkin, CSA, son of the first Chief Justice of Georgia, and home on convalescent leave. Unable to cross, Adams turned west and, avoiding towns, reached the Union Lines near Marietta on August 4th, his brigade almost intact.

Capron, who had waited in reserve near Watkinsville, attempted to follow him but found himself on the Hog Mountain Road to Jug Tavern (Winder) instead. Passing through Jug Tavern late that night, he marched

to King's Tanyard (5 miles NW of Winder) and halted for two hours rest. Before dawn on August 3rd, he was surprised by Williams' Kentucky brigade (C). About 430 of his men were captured, a few escaping through the woods. Capron himself, with six men, reached Marietta four days later - on foot.

(Located on U.S. 129/441 south at the bridge over the Middle Oconee River. GHM 029-7, 1957.) ♦★ - not standing.

Elbert County

Named in honor of General Samuel Elbert (1740-1788), Revolutionary War hero and governor of Georgia. County Seat: Elberton.

Elberton

OLD POST ROAD (Transportation)

This road is older than Elberton. Mail was carried over it by Post Riders before Falling Creek Church was built in 1788 and during Washington's Administration. Later a stage coach ran between Elberton and Lexington three times a week, stopping at the old Globe Hotel which stood on the site of the present court house in Elberton. Stocks for local merchants were brought over this road until 1878 when the first railroad came to Elberton. With the coming of Rural Free Delivery Mr. Giles made the first delivery in Elbert County over this road on horseback.

(Located on GA 77/South Oliver Street at the Public Square on the courthouse lawn. GHM 052-3, 1955.)

GRAVE OF GENERAL WILEY THOMPSON (Native-American)

General Wiley Thompson, considered the ablest and most humane of the agents to the Seminole Indians of Florida, was ambushed and killed near the agency at Fort King, Florida, December 28, 1835, by Osceola and a band of warriors who opposed removal to the West. Some months later his body was brought to Elberton and reburied in the garden of his home, four blocks east of here (now Heard Street).

Born in Virginia, September 25, 1781, General Thompson was reared in Elbert County. A militia officer in the War of 1812, in 1817 he was elected major general of the 4th Division of the Georgia Militia. A State Senator from 1817 to 1819, General Thompson resigned and served on the commission to determine the boundary between Georgia and Florida. After serving six consecutive terms as a member of Congress where he supported President Jackson's policy of Indian removal, he was appointed agent in September 1833.

(Located on GA 77/South Oliver Street at the Public Square on the courthouse lawn. GHM 052-14, 1959.)

COLONISTS' CROSSING (Transportation)

"The Point," where early settlers crossed into Georgia, is eight miles east of here. As soon as this area was ceded, Governor Wright opened a post at the confluence of the Broad and Savannah Rivers, known as Fort James. "The Point" became the gateway for settlers from Virginia, North Carolina and South Carolina who registered there and secured their tracts of land. A land court at Dartmouth, which grew up around the fort, was held from September 1773 through June 1775 to open this section. In 1777 all this ceded land was, by the State Constitution created into Wilkes County.

(From the courthouse follow GA 17/72 2.1 miles, turn left onto GA 72 east and follow 12.3 miles to marker. GHM 052-8, 1957.)

SITE OF PETERSBURG (Agriculture)

In 1784, Gen. George Mathews brought a number of Virginians and Carolinians, large tobacco planters, to settle this section. Dionysius Oliver laid out the town of Petersburg, on the site of the earlier settlement of Dartmouth, at the union of the Broad and Savannah rivers, and built a large tobacco warehouse. Among the early settlers were Gov. Wm. Wyatt Bibb and Judge Charles Tait, who served together in the U. S. Senate (1813-17), the Shackelfords and other prominent Huguenot families. Both Petersburg and the old road from Petersburg to Augusta are now under water.

(Located off GA 72 in Bobby Brown State Park. GHM 052-9B, 1956.)

"OLD DAN TUCKER" (Transportation)

Rev. Daniel Tucker owned a large plantation on the Savannah River and is buried near his old homesite, "Point Lookout," six miles from here. Born in Virginia, February 14, 1744, Daniel Tucker came here to take up a land grant. A Revolutionary soldier, planter and minister, he owned and operated Tucker's Ferry near his home. He died April 7, 1818 - but not "of a toothache in his heel." Esteemed by his fellow planters, he was loved by the Negroes who composed the many verses of the famous ditty, "Old Dan Tucker," a favorite song at corn shuckings and other social gatherings.

(From the courthouse follow GA 17/72 2.1 miles, turn left on GA 72 east and follow 6.6 miles to Marker at Pear Mill Road. GHM 052-12, 1957.)

OLD DAN TUCKER

*Old Dan Tucker was a fine ole man,
He washed his face in a fryin' pan;
Combed his hair with a wagon wheel,
Died with a toothache in his heel*

*Old Dan Tucker, he got drunk,
Fell in the fire, kicked up a chunk;
Red hot coals in his shoe,
Laws a-mussy, hoe de ashes flew.*

Greene County

Named in honor of Nathanael Greene (1742-1786), a hero of the Revolution. County Seat: Greensboro.

Greensboro

FIRST COMMISSIONER OF AGRICULTURE (Agriculture/Civil War)

In 1874, the Georgia Department of Agriculture was established by Act of the Legislature with Thomas P. Janes serving as its first Commissioner, 1874-79.

Commissioner Janes, born 1823 in present Taliaferro County, (formerly the eastern part of Greene County), moved to Penfield. There he attended Mercer Institute. In 1842 he entered Columbian College (George Washington University), Washington, D.C., where he received his A. B. degree. Columbian College, Mercer University, and the College of New Jersey (Princeton University) awarded him A. M. degrees. In 1847 he was granted his M. D. degree from the University of the City of New York. A successful farmer and physician he was commissioned in 1861 as Assistant Surgeon, 16th Regiment, Georgia Militia.

He died at this home, "Redcliff Farm" near this site, in 1885, and is buried in the family cemetery four miles northeast of this marker.

This marker was erected by the Georgia Department of Agriculture and the Georgia Historical Commission as directed in a resolution passed by the 1961 session of the Georgia General Assembly.

(Located on North Main Street between Greene and Court Streets on the courthouse lawn. GHR 066-99, 1961.)

UNKNOWN CONFEDERATE DEAD (Civil War)

Forty-five unknown Confederate soldiers, "known but to God," are buried in this cemetery. These men died of wounds or disease in the Confederate hospitals in Greensboro, 1863-1865. These hospitals were the Dawson, Bell, Polk, Court House, College and Factory. Federal troops who occupied this town for several hours on Sunday, November 20, 1864, did not molest the hospitals though they foraged the countryside and burned a number of homes, mills and business establishments.

(Located out East Street on Memorial Drive at the cemetery. GHM 066-4, 1955.)

THE BURNING OF GREENSBOROUGH (Native-American)

During the early years of its settlement, Greensborough and Greene County suffered greatly from depredations committed by Indians who occupied the West bank of the Oconee River about eight miles from here. Most tragic of these was the destruction of Greensborough and the murder of its inhabitants in 1787.

At the time the town consisted of 20 cabins, a log court house and a fort for protection against hostile Indians. The Treaty of Shoulderbone Creek, entered into in November 1786, by the State of Georgia and the Creek Indians, caused great dissatisfaction among the Indians. Hostilities increased, and in the summer of 1787 Indians crossed the Oconee River, swooped down upon Greensborough, murdered many of its citizens and burned every house. Later, some of the guilty Indians were captured and turned over to the authorities, who placed them in jail. There is no further record of the results of the capture.

(Located on Main Street just off Broad Street in front of the post office. GHM 066-12, 1958.)

STAGECOACH ROAD (Transportation)

About three miles from here ran the old stagecoach road from Augusta, Petersburg, Washington and Greensboro to Park's Mill, where a toll bridge crossed the Oconee. After crossing the river the highway diverged - the left fork going to Eatonton, Milledgeville, Macon, Knoxville, Talbotton and Columbus. The right fork led to Madison, Monticello, Indian Springs, Jackson, Griffin, Greenville, LaGrange, West Point. This was known as the "Seven Islands Road" because it passed the seven islands in the Ocmulgee River. Park's Mill was an important point from the earliest settlement of Greene County. Many prominent pioneer settlers lived nearby.

(Located on GA 44 near the junction with I-20. GHM 066-8, 1957.) ♦

FORT MATHEWS (Native-American)

About two miles South, in the fork of the Appalachian and Oconee Rivers, stood Fort Mathews, built in 1793. From this Fort, Thomas Houghton observed the activities of General Elijah Clark and his land hungry followers as they built forts and fortifications for the protection of Clark's "Transoconee Republic." From here Houghton wrote to Governor George Mathews the report that led to the arrest of General Clark and the downfall of his dream of an independent republic established on land not yet ceded by the Creek Indians.

(Located on U.S. 278, 10.8 miles west of junction with GA 15, at the Apalachee River. GHM 066-7, 1957.)

WATSON SPRINGS (Transportation/Agriculture)

Douglas Watson, credited with being the first white man to discover Indian Springs and a scout for the United States government, purchased this property from Jesse Sanders in 1786. The water of this spring was thought to have the same curative power as that at Indian Springs. On the property were several log houses, probably clustered together for protection from the Indians, and nearby was a ferry over the Oconee River. The Watson property was donated by Colonel James Dala Watson, U.S.A. retired, for the study of forestry in Georgia.

(Located on GA 15, 11.1 miles north of junction with U.S. 278. GHM 066-3, 1955.)

Union Point

SITE OF WAYSIDE HOME (Civil War)

Here in 1862-1864 was located the Wayside Home, operated by 14 gallant Confederate women of this city. More than one million meals were served to Confederate soldiers, sailors and marines, passing through this town. More than ten thousand Confederates registered in a roster kept here. Weary, sick and wounded men of the South were made to feel at home here, to rest and receive aid. General James Longstreet and part of the First Corps, Army of Northern Virginia passed through here in September of 1863, (en route) to bloody Chickamauga.

(Located on U.S. 278/GA 77 near the junction with GA 44. GHM 066-2, 1955.)

Jackson County

Named in honor of General James Jackson (1757-1806) of Revolutionary fame, who was the hero of the Yazoo affair when he left the United States Senate to come home and fight the Yazooists. County Seat: Jefferson.

Jefferson

BUILDER OF THE NATION (Transportation)

This steam locomotive was presented to the City of Jefferson in 1959 by the Seaboard Air Line Railroad Company as a permanent exhibit in memory of the important service engines of this type gave to the nation. It was one of the last steam-powered locomotives to operate in this section of the country. It was built in 1907 and was last operated on the Gainesville Midland Railroad.

(Located on U.S. 129, 0.7 mile west of the courthouse. GHM 078-98.)

Madison County

Named in honor of James Madison (1751-1836), the fourth president of the United States and who was the chief drafter of the U. S. Constitution. County Seat: Danielsville.

Morgan County

Named in honor of Major General Daniel Morgan (1736-1802), a distinguished hero of the Revolution and U. S. Congressman. County Seat: Madison.

Buckhead

FEDERAL RAID (Civil War)

On Saturday, November 19, 1864, Federal troops under Gen. Geary, Sherman's 20th Army Corps, drove a small detachment of Confederate soldiers out of Buckhead, ate dinner and then destroyed the water tank, all railroad buildings and a large supply of cordwood. Moving out of Buckhead, the Federals destroyed the railroad to the Oconee River, there burning the bridge and railroad supplies. They destroyed gins and mills, 330 bales of cotton and 50,000 bushels of corn.

That night they camped at Blue Springs (now Swords) on the plantation of Col. Lee Jordan.

(Located in the village, at the railroad crossing. GHM 104-5, 1955.)

PARK HOME AND SITE OF PARK'S MILL (Transportation)

This house, built in early 1800 and used as a stagecoach stop, was located on Seven Islands Road which ran from Philadelphia to New Orleans. On Nov. 20, 1864, Federal raiders under Gen. Geary destroyed the nearby mill and ferry. At the request of Mrs. Park, the house and contents were not molested though everything was taken from the yard and smokehouse. A Negro servant, Cyrus Park, by using wet blankets

on the roof, saved the house from flying embers from the mill. Pres. Jefferson Davis is said to have spent the night of May 4, 1865 in this house, barely escaping capture by the Federals.

(From Buckhead travel Park Mill Road 4.9 miles, turn right onto Reids Ferry Road for 3.2 miles, take left on Woods Road for 0.1 mile, turn left 1.1 miles to marker and house. GHM 104-4, 1955.) *Note:* The house was moved in 1981 to its present site about 1.5 miles south of its original location. House is privately owned.

Madison

THE STONEMAN RAID (Civil War)

Closing in on Atlanta in July 1864, Maj. Gen. W. T. Sherman, USA, found its vast fortifications “too strong to assault and too extensive to invest.” To force an evacuation, he sent Maj. Gen. George Stoneman's cavalry (F) (2112 men and 2 guns) to cut the Central of Georgia R R by which the city's defenders (C) were supplied. Retreating from an attempt on Macon, Stoneman was intercepted on the 31st at Sunshine Church (19 miles NE of Macon) by Brig. Gen. Alfred Iverson, Jr., who, with only 1300 cavalry (C), deluded him into believing that he was being surrounded. Stoneman covered the escape of Adams' and Capron's brigades, then he surrendered, with about 600 men and his artillery and train, to what Iverson had convinced him was a superior force.

Clear of the field, both brigades marched toward Eatonton (22 miles S). At Murder Creek (8 miles SW of Eatonton), Capron turned toward Rutledge (9 miles W), through which he passed next day and joined Adams north of Madison. Adams continued to Eatonton and camped about five miles north of town on the Madison road.

Reaching Madison about 2 P.M. on August 1st, Adams “destroyed a large amount of commissary and quartermaster stores” and other property. Marching on, he met Capron and camped about midnight “twelve miles from the bridge crossing the Oconee River, near Athens.” Separated again next day, Adams reached the Union lines safely; but Capron, resting for two hours near Winder, was surprised before dawn on August 3rd and lost his entire command.

(Located at 434 South Main Street/U.S. 441/129/278 in front of the Madison-Morgan Cultural Center. GHM 104-2, 1957.)

THE MARCH TO THE SEA (Civil War)

On November 15, 1864, after destroying Atlanta and cutting his communications with the North, Maj. Gen. W. T. Sherman, USA, began his destructive campaign for Savannah - the March to the Sea. He divided his army (F) into two wings. The Right Wing marched south from Atlanta, to feint at Macon but to cross the Ocmulgee River above the city and concentrate at Gordon.

The Left Wing (14th and 20th Corps), Maj. Gen. H. W. Slocum, USA, marched east to Decatur where the 20th Corps, Brig. A. S. Williams, USA, took the road to Social Circle (16 miles NW), striking the Georgia Railroad there and destroying it to Madison. At Rutledge, all railway facilities were destroyed, those at Social Circle having been destroyed late in July by Garrard's cavalry (F). That night, the 20th Corps camped two miles west of Madison on the old Covington road.

On the 19th, Geary's division was detached to destroy the RR bridge over the Oconee River (13 miles E) and other bridges down-river toward Milledgeville. Jackson's division marched through town and camped four miles south on the Eatonton road. Ward's division destroyed the depot, water tank, warehouses,

switching tracks, side-tracked cars and other railway facilities here in Madison, and quantities of cotton and army supplies.

This was Madison's second ordeal by fire, large stocks of army supplies and valuable industrial property having been burned by Adams' brigade (of Stoneman's cavalry) (F) on August 1st.

(Located at 434 South Main Street/U.S. 441/129/278 in front of the Madison-Morgan Cultural Center. GHM 104-8, 1957.)

CONFEDERATE DEAD (Civil War)

Here are buried 51 unknown and one known confederate soldier and one Negro hospital attendant. These men died of wounds or disease in the Confederate hospitals located nearby, the Stout, Blackie, Asylum, Turnbull, and some temporary ones. These hospitals operated from late 1862 to early 1865. Gallant Confederate women of this vicinity helped care for the sick and wounded men. The Federal raid here on November 18, 1864 did not molest the hospitals.

(From South Main Street, turn by the First Methodist Church onto Central Avenue and Travel 0.3 mile, passing two cemeteries and crossing the railroad tracks to the city cemetery. GHM 104-7, 1956.)

SEVEN ISLANDS ROAD (Transportation/Native-American)

The Seven Islands - Alabama Road - was an important emigrant route to the west. Travellers from Northeast Georgia and the upper Carolinas followed this trace to the Mississippi Territory, Louisiana, and later Texas.

Originally an important link in the Oakfuskee or Upper Creek Trading Path, the Seven Islands Road became a wagon road long before the Creeks were expelled from Georgia. As an Indian trail, the Seven Islands path crossed both the Oconee and Apalachee rivers at what is now Swords, Ga. When Park's bridge was opened about 1807 some eight miles from here, however, the trace began there on the west bank of the Oconee and ran to the Seven Islands of the Ocmulgee.

Beyond the Seven Islands, the road travel led westward via Indian Springs, where it became the Alabama Road. The Alabama Road ran past Marshall's Ferry on the Flint to what is now Columbus and crossed the Chattahoochee at Kennard's Ferry to join the Federal Road a few miles west of Fort Mitchell, Ala.

(Located at U.S. 441/129 and Seven Islands Road, south of Madison. GHM 104-12.) ♦ - not standing.

Rutledge

THE MARCH TO THE SEA (Civil War)

On Nov. 15, 1864, after destroying Atlanta and cutting his communications with the North, Maj. Gen. W. T. Sherman, USA, began his destructive campaign for Savannah - the March to the Sea. He divided his army (F) into two wings. The Right Wing marched south from Atlanta, to feint at Macon but to cross the Ocmulgee River above the city and concentrate at Gordon.

The Left Wing (14th and 20th Corps), Maj. Gen. H. W. Slocum, USA, marched east through Decatur, the 20th Corps, Brig. Gen. A. S. Williams, USA, taking the road to Social Circle (7 miles NW) to strike the

Georgia Railroad there and destroy it through Madison. On the night of the 17th, the 20th Corps camped NW of Social Circle near the Ulcofauhachee (Alcovy) River.

On the 18th, the railroad was destroyed from Social Circle to Madison (16 miles). Here at Rutledge, the depot, water tank, warehouses and other R R facilities were destroyed by the 28th Pennsylvania Veteran Volunteer Infantry, those at Social Circle having been destroyed in July by Garrard's cavalry (F). That night, the 20th Corps camped with its leading division (Geary's) two miles west of Madison, on the railroad, from which point it marched next day to destroy the bridges over the Oconee River.

Between Atlanta and Milledgeville, the movements of the Left Wing were almost unopposed, the few Confederate troops available being employed against the Right Wing to protect Macon, a principal arsenal center, and the Central of Georgia Railway.

(Located on U.S. 278 in the village. GHM 104-10, 1957.)

Newton County

Historical Marker information not available.

Oconee County

Named for the Oconee River which forms its eastern boundary. County Seat: Watkinsville.

Watkinsville

EAGLE TAVERN (Transportation)

Eagle Tavern, or Hotel, was the center of social and political life in Watkinsville for more than a hundred years. It was saved from destruction in 1934 by Lanier Richardson Billups of Decatur, Georgia, who deeded it to the State in 1956.

The oldest section of the building, which is of the "Plain Style," has been restored. It has two rooms upstairs and two rooms downstairs. Separate doors lead into the two rooms on the first floor. One door enters the tavern, the other a store or trading area. This part of the Tavern was built in the first decades of the 1800s when Watkinsville was a growing frontier town, the County Seat of original Clarke County, and the crossroads of travel northward from Madison and Greensboro.

In 1836 Richard C. Richardson bought and, over a period of years, made additions to the original tavern, state-stop, and store. Having removed these additions, restored the earliest section, and installed appropriate furnishings and exhibits, the Georgia Historical Commission presents Eagle Tavern as a museum devoted to the pre-Civil War, pre-railroad era when wagon and stage travel was at its height.

(Located on U.S. 129/441/Main Street in front of the Eagle Tavern. GHM 108-5, 1966.)

THE STONEMAN RAID (Civil War)

Closing in on Atlanta in July 1864, Maj. Gen. W. T. Sherman found it "too strong to assault and too extensive to invest." To force its evacuation, he sent Maj. Gen. Geo. Stoneman's cavalry (F) to cut the railway to Macon by which its defenders (C) were supplied. Repulsed at Macon, Stoneman's retreat was

stopped at Sunshine Church (19 miles NE of Macon) on the 31st by Brig. Gen. Alfred Iverson, Jr., with a smaller force (C). Deluded as to Iverson's actual strength, Stoneman covered the escape of Adams' and Capron's brigades, then surrendered the rest of his command.

Both brigades marched toward Eatonton (42 miles S). Separating, they rejoined next day north of Madison (20 miles S), Adams having marched via Eatonton and Madison (where he destroyed valuable property and supplies) and Capron via Rutledge(9 miles W of Madison). Late on August 1st, they camped "twelve miles from the bridge crossing the Oconee River, near Athens."

Next morning they entered Watkinsville. Hoping to resupply his command at Athens, and to "destroy the armory and other government works" there, Adams advanced to the river bridge (4 miles N). Unable to cross in the face of artillery fire, he turned up the west bank toward Jefferson (26 miles NW). Capron, who had waited near Watkinsville, attempted to follow but took the road to Jug Tavern (Winder) instead. Adams reached the Union lines with few losses; but Capron, resting for two hours N W of Winder, was surprised before dawn on August 3rd and lost his entire command.

(Located on U.S. 129/441/Main Street in front of the Eagle Tavern. GHM 108-4, 1957.)

Oglethorpe County

Named in honor of General James Edward Oglethorpe (1696-1785), founder of Georgia, member of Parliament, general in the British Army. County Seat: Lexington.

WATSON MILL BRIDGE (Transportation)

Built by W. W. King in 1885, Watson Mill Bridge is Georgia's longest existing covered bridge. Of the Town lattice type it has four spans and is 236 feet long.

Covered primarily to protect the structural timbers, the bridge served local traffic, the workers of the now missing grist mill and saw mill and even for picnics and square dances.

The bridge was restored in 1973, by the Georgia Department of Transportation to serve as a nucleus for the surrounding state park.

(Located in Watson Mill State Park, follow GA 22 from Lexington. GHM 109-8, 1974.)

Walton County

Named in honor of George Walton (1749-1804), one of three Georgians who signed the Declaration of Independence. County Seat: Monroe.

Loganville

GARRARD'S CAVALRY RAID (Civil War)

On July 20, 1864, Union forces under Maj. Gen. W. T. Sherman, USA, were closing in on Atlanta. Hq. 2nd Cavalry Division (F) Brig. Gen. Kenner Garrard, was in Decatur, 6 miles E of Atlanta, Garrard's three brigades were guarding bridges over the Chattahoochee River and picketing the left flank. That night,

Garrard was ordered to assemble his command and march to Covington (18 miles S) to burn the bridges over the Yellow and Ulcofauhachee (Alcovy) rivers and destroy the Georgia Railroad in that area.

He marched late on the 21st. Next morning the destruction was begun. At Covington, he burned the depot, a newly-built hospital center, 2,000 bales of cotton, and large quantities of quarter-master and commissary supplies. After destroying 2 railroad and 4 wagon bridges, 3 trains and 6 miles of track, he turned north toward Loganville, arriving here about noon on July 23rd.

After sending Minty's brigade to Lawrenceville (11 miles NW) on the same mission, Garrard stripped this vicinity of horses and mules, then marched back to Decatur, arriving on the 24th.

Garrard's raid cut off all communication between Atlanta and Augusta and destroyed any hope that the Army of Tennessee (C) the hard-pressed defenders of Atlanta - might receive supplies or reinforcements from the Eastern Confederacy.

(Located at U.S. 78/GA 10 and GA 81. GHM 147-6, 1958.)◆

Monroe

THE BATTLE OF JACK'S CREEK - SEPT. 21, 1787 (Native-American)

The principal battle of white settlers and Creek Indians between the Revolution and the War of 1813-14 left on record was Clark's fight near here at a branch called Jack's Creek, on Sept. 21, 1787. The attacking force of 130 whites, some distinguished veterans of the Revolution, was drawn up in three divisions: General Elijah Clark commanded the center, Major John Clark, his youthful son, later Governor of Georgia (1819-1823), commanded the left wing, and Colonel Holman Freeman commanded the right.

The Indians, thought to be some 800 in number were completely routed from their encampment, escaping in small parties. The battle terminated in a brilliant victory for the whites. Dr. Anthony Poulain attended the wounded at Jack's Creek.

(Located on U.S. 78/GA 10 in the northeast edge of Monroe. GHM 147-2, 1954.)◆

Social Circle

THE MARCH TO THE SEA (Civil War)

On Nov. 15, 1864, after destroying Atlanta and cutting his communications with the North, Maj. Gen. W. T. Sherman, USA, began his destructive campaign for Savannah - the March to the Sea. He divided his army (F) into two wings. The Right Wing marched south from Atlanta, to feint at Macon but to cross the Ocmulgee River above the city and concentrate at Gordon.

The Left Wing (14th and 20th Corps), Maj. Gen. H. W. Slocum, USA, marched to Decatur where the 20th Corps, Brig. Gen. A. S. Williams, USA, took the road to Social Circle to strike the Georgia Railroad here and destroy it through Madison.

Late on the 17th, the 20th Corps reached Centerville Box (Jersey), 6 miles NW, and camped between Cornish and Big Flat creeks, with its leading division (Geary's) on the west bank of the Ulcofauhachee (Alcovy) River, 3 miles from Social Circle.

On the 18th, elements of the 2nd and 3rd Divisions destroyed the Georgia Railroad from Social Circle to Madison (16 miles). At Rutledge (7 miles SE), the depot, water tank, warehouses and other RR facilities were burned, those at Social Circle having been destroyed in July by Garrard's cavalry (F). That night, the 20th Corps camped west of Madison on the Covington Road.

Between Atlanta and Milledgeville, the movements of the Left Wing were unopposed, the few Confederate troops available being employed against the Right Wing to protect Macon, a principal arsenal center, and the Central of Georgia Railway.

(Located on GA 11 at the Methodist Church. GHM 147-5, 1955.)♦

HIGHTOWER TRAIL (Transportation/Native-American)

This road is a portion of Hightower Trail, old Indian path to Etowah River, which ran from High Shoals of the Appalachee westward to Shallow Ford on the Chattahoochee. It formed a boundary between Cherokee lands to the north and Creek lands to the south. In 18617-21, it marked the Georgia frontier, and was used by pioneer families settling this section.

On November 17th and 18th 1864, the left wing of Sherman's Army passed down this trail on its "march to the sea."

(Located at South Cherokee Road and East Hightower Trail. WPA-C8, 1940.)

♦ Marker was missing when surveyed.

5.6 Additional Local Markers Identified by Task Force

Barrow County

OLD MILLEDGEVILLE ROAD (Transportation)

President Andrew Jackson traveled the old Milledgeville Road and crossed the Old Bankhead Highway here which is now the Atlanta Highway, SE and intersection of Jackson Trail Road named for President Jackson.

(Located between Winder and Statham (Highway 8, old 29) on Atlanta Highway S.E. at the Intersection of Jackson Trail Road and Bowman Hill Road, SE.)

Rock marker reads: In commemoration of the intersection of Old Milledgeville Road and Bankhead Highway erected by Sunbury Chapter D.A.R. Winder, GA Feb. 1927. (Intersection of Old Milledgeville Road and Bankhead Highway)

MANNING GIN FARM (Agriculture)

In 1851, Solomon Manning purchased 700 acres on this site for \$1,000.00. He and Emily raised eight (8) children and prospered farming cotton and wheat. In 1870, the Civil War took its toll killing two sons and many slaves. In 1884, Robert Manning assumed control and built the farmhouse, cotton gin and 16 outbuildings, still intact. The cotton gin operated as Manning Gin Co. from 1904-1945. Robert died without heirs in 1943, leaving the estate to brother William's children. Gregg Van Lee purchased the property in 1982 and completed restoration in 1990.

OKOLOCO AND FIDDLERS INDIAN TRAIL (Transportation)

This trail was near where the obscure settlement of Snodon was located. Here the Indians smoked the Calumet Peace Pipe, ratified their treaties and confirmed their trades. In the summer of 1795, Governor George Mathews, traveling over the state to consider the organization of Jackson County, came by way of the Okoloco or Fiddler's Trail and stopped in Snodon for dinner. He was served wild turkey by Helen Draper and her Indian friend, Mera.

(Located on Athens Street, Hwy. 211 (Hog Mountain Road) at the Carl-Cedar Hill road junction in the city limits of Winder.)

The stone marker reads: "Intersection of Okoloco and Fiddlers Trail used by George Mathews 1795 erected February 1927 Sunbury Chapter D.A.R. Winder."

Greene County

"WILLIAM DAWSON"

(Located at Greene County Courthouse)

Jackson County

UNITED DAUGHTERS OF CONFEDERACY

(Located in Spencer Park in Commerce)

GROANING ROCK

HURRICANE SHOALS

Oconee County

ELDER COVERED BRIDGE

(Posted on bridge)

Oglethorpe County

FRANCIS MESON

(Located at Manse of Lexington Presbyterian Church)

LEXINGTON PRESBYTERIAN CHURCH

(Located at Lexington Presbyterian Church)

LEXINGTON BAPTIST CHURCH

(Located at Lexington Baptist Church)

BRIGHTWELL

(Located in Maxeys)

POPE'S CHAPEL

(Located at Methodist Church on CR 240)

METHODIST CHURCH

(Located in Goosepond community)

MEMORIAL TO MR. HUBBARD

(Located on Indian Creek Church Road)

5.7 Regionally Significant Historical Attractions

Barrow County

Barrow County Museum
Chestnut Mountain Winery
Barrow County Courthouse and Jail
Railroad Station (Winder Depot)
Rockwell Universalist Church
Bethlehem United Methodist Church
Pentecost United Methodist Church
Bethabara Baptist Church

Clarke County

Double Barreled Cannon
Antebellum Trail
Joseph Henry Lumpkin House
Stephen Upson House
Taylor-Grady House

Elbert County

Main Street Elberton
Elberton Granite Bicentennial Memorial Fountain, 1976
Elbert County Courthouse, 1893
Elberton Historic Commercial District
Elberton Historic Residential District
Forest Avenue
Nancy Hart Log Cabin
Old Dan Tucker's Grave

Greene County

Scull Shoals
County Gaol
Greene County Courthouse
Hawthorne Heights
Towne House Restaurant
Virginia E. Evans/Greene County Historical Society Museum

Jackson County

Shields-Ethridge Heritage Farm
Jackson County Courthouse
Crawford W. Long Museum
The Round Barn

Jasper County

Jasper County Courthouse
Monticello Historic District
Phillips-Turner-Kelly House

Madison County

New Hope Presbyterian Church
Rogers Iron Foundry
Watson Mill Bridge
Childhood Home of Crawford W. Long
Hardman House
Madison County Courthouse
Strickland House
Madison Springs
Paoli Community

Morgan County

Heritage Hall
Richter Cottage
Rodger's House
Madison City Cemetery
The Square in Downtown Madison
African-American Museum (Horace Moore House, 1895)
Madison-Morgan Cultural Center
Rose Cottage

Newton County

Oxford College, 1836
The Hopkins House, Bed & Breakfast, 1847
The Inn, Covington's first Bed & Breakfast

Oconee County

Antebellum Trail
Old Jail, Watkinsville
Iron Horse
Eagle Tavern Welcome Center and Museum
Rose Creek Covered Bridge (Elder's Mill Covered Bridge)
Bethabara Baptist Church, 1843
Antioch Christian Church, 1822
Haygood House, 1827
Ashford Memorial Church, 1893

Homesite of First Woman in Congress, Jenanette Rankin

Oglethorpe County

Lexington Historic District
Philomath Historic District
Watson Mill Bridge State Park
Big Cloud's Creek Covered Bridge
Cherokee Corner
Smithonia
Crawford Depot

Walton County

Davis-Edwards House
McDaniel-Tichenor House
Walton Hotel
The Old Jail
William Harris Homestead
The Old Rock Gym
Casulon Plantation
Blue Willow Inn
Gunter House

(Source: Tourism in CEDO Region 4 Study)

5.8 Inventory Assessment

The Northeast Georgia Region is located within the northeast portion of the Georgia Piedmont, comprising both flat areas and gently rolling hills. This region was originally inhabited by Paleo-Indians and later occupied by peoples identified according to archaeological contexts including Archaic, Historic Aboriginal, Woodland, and Mississippian. Before white settlement and headright land grants, the region was divided between the Cherokee Tribe — to the north — and Creek Tribe — to the south. While Native Americans occupied and lived in the Northeast Georgia Region, very few historic resources (e.g., sites or objects) are recognized that evidence their presence. Most Native-American historic resources exist as archaeological sites.

The five Native-American trails that extended across the Northeast Georgia Region include the Middle Cherokee Path, Hightower Trail, Upper Cherokee Trading Path, Pickens Trail, and Okoloco. All of these trails allowed the frontier's early development and enabled its eventual expansion.

The Northeast Georgia Region was part of Georgia's early frontier area and early occupation by white settlers. Several early forts played important roles in providing shelter and necessary protection for early settlers. These forts often provided protection for larger geographic areas that, by today's boundaries, included more than one county. Several significant forts still exist in the Northeast Georgia Region.

In the Northeast Georgia Region (excluding Newton County), 103 historical markers exist (see Historic Resource Appendix). Of these, forty-six are identified as regionally significant (see listing). These sites frequently include individual historic properties and/or historic resources listed in the National Register. The forty-eight regionally significant historical markers are related to one, or more, historical themes and categorized by the following totals: 4 Agriculture; 22 Civil War; 10 Native-American; and 15 Transportation.

The Task Force identified six additional local markers that exist in Barrow, Greene, Jackson, and Oconee counties.

In the National Register of Historic Places, the Northeast Georgia Region has 99 individually listed historic resources and 36 districts, totaling 134 listed resources (see Historic Resource Appendix). Forty-eight of these historic resources were determined to be regionally significant and related into the following historical themes: 18 Agriculture, 3 Civil War, 1 Native-American, and 26 Transportation.

Twenty-one historic districts identified as regionally significant and listed in the National Register of Historic Places are included in the inventory section. These districts possess opportunities for preservation activities due to their quantity and variety of historic resources — including residential, commercial, institutional, rural, and cultural sites. Because of the variety of uses of the historic buildings in these districts, opportunities for adaptive-use (i.e., using a building for a new use and one other than it was originally intended for) by private, nonprofit, and governmental entities exist. Many of the individual buildings may also be eligible for state and federal tax-incentive programs and grant assistance for rehabilitation and repair projects. These districts include (listed alphabetically according to county): Jackson Street (Barrow), Broad Street (Barrow), Downtown Winder (Barrow), Old North Campus (Clarke), Downtown Athens (Clarke), Milledge Avenue (Clarke), Boulevard (Clarke), Athens Warehouse (Clarke), Greensboro (Greene), Union Point (Greene), Shields-Ethridge Farm (Jackson), Colbert (Madison), Watson Mill (Madison/Oglethorpe), Comer (Madison), Madison (Morgan), Oxford (Newton), South Main (Oconee), Bishop (Oconee), Smithonia (Oglethorpe), Philomath (Oglethorpe), and Social Circle (Walton). Six of these districts and the towns they occupy maintain Certified Local Government Status (CLG) in Winder, Athens, Jefferson, Madison, and Social Circle (status pending). Winder (Barrow), Athens (Clarke), and Madison (Morgan) also participated (1994) in the National Trust's Main Street Program. Commerce (Jackson) also participates in the Main Street Program.

Agriculture played a large role in the social and cultural development of the Northeast Georgia Region. Seventeen historic plantations and/or farms are listed in the National Register of Historic Places and identified as regionally significant. Several of these are open to the public and many of these historic resources include farms that are at least one-hundred years old. One of these farms, the Shields-Ethridge Farm, is recognized as a Georgia Centennial Heritage Farm. Many of the other sixteen plantations/farms may be eligible for awards by the Georgia Centennial Farm Program in the categories "Centennial Heritage Farms, Centennial Farms, or Centennial Family Farms." This program is administered by the Historic Preservation Division/Department of Natural Resources. All of these historic resources evidence the Region's agricultural past as well as the role it played in its early economic development; many of these offer tourism opportunities.

The Task Force identified eight "Other Regionally Significant Historic Resources." Three of these are related to agriculture, three to the Civil War, two to Native-American, and one to transportation. These eight historic resources may be eligible for National Register listing.

The Northeast Georgia region's earliest transportation routes were Native-American trails. Many of these trails developed into horse trails and eventually stagecoach routes. The Piedmont Mail route was popular in the 1830s and used as a scenic route. It extended from Milledgeville to Washington, D.C., stretching through several of the Northeast Georgia Region's counties.

Stagecoaches provided transportation during the Region's early history. Many of these routes followed Native-American trails. Others developed to provide links and direct access between towns. Some of these routes no longer exist, although several in the Northeast Georgia Region remain as county roads or have been widened and realigned as larger county and state routes. The following towns and counties were serviced by stagecoaches and provided transfer points across the Northeast Georgia Region: Greensboro (Greene), Madison (Morgan), Watkinsville (Oconee), Covington (Newton), and Social Circle and Monroe (Walton).

The region's first railroad entered Greene County in 1837. Railroads developed throughout the region during the 1880s. Athens served as a hub for many railroad lines that extended through more than one county. Many historic depots evidence the railroad's introduction and operation in the Northeast Georgia Region. Deactivated railroad lines and their rights of way also offer recreational and scenic opportunities as public greenspaces or parks within individual communities.

Civil War troop movements passed through portions of the Northeast Georgia region. Fighting also occurred in several counties in the region. Sherman's notorious "March to the Sea" extended through Walton, Morgan and Greene counties; several areas in these counties possess historical evidence directly related to the Civil War. Individual historic properties were also used by Union soldiers during Federal occupation following the Civil War.

The report, "Tourism in CEDO Region 4 Study," identified 76 historic resources that offer opportunities related to tourism. Many of these historic resources are related to Agriculture, Civil War, Native-Americans, and Transportation. Many of these "historical attractions" are also listed in the National Register of Historic Places, either individually or within a historic district (see matrix). Others were identified in one, or more than one, inventory component.

In the inventory section, twenty-eight historic resources were identified in more than one source. The matrix below illustrates these twenty-eight historic resources. Based on information used to complete the inventory section and criteria established by the Task Force, these regionally-significant, historic resources should receive special consideration in the regional planning process.

Regionally Significant Historic Resources								
Historic Resource	NR	HM	CD	OL	OM	DH	County	Vul
Fort Yargo							Barrow	N
Kilgore Mill/Covered Bridge							Barrow	N
Manning Gin Farm							Barrow	LU
Rockwell Universalist Church							Barrow	LU
Winder Depot							Barrow	TR
Ben T. Epps							Clarke	NA
Camak House							Clarke	LU
Stoneman's Raid							Clarke	NA
Taylor-Grady House							Clarke	LU
Old Post Road							Elbert	NA
Greensboro Multiple Resource Area							Greene	LU
Scull Shoals							Greene	N
Stagecoach Road							Greene	NA
Shields-Ethridge Heritage Farm							Jackson	LU
Watson Mill Covered Bridge*							Madison	N

Regionally Significant Historic Resources								
Historic Resource	NR	HM	CD	OL	OM	DH	County	Vul
Madison Historic District	■	■	■			■	Morgan	N
Seven Islands Road		■				■	Morgan	NA
Oxford Historic District	■	n/a	■			■	Newton	N
South Main Historic District	■	■				■	Oconee	N
Cherokee Corner			■			■	Oglethorpe	NA
Crawford Depot	■		■				Oglethorpe	LU
Lexington Historic District	■		■			■	Oglethorpe	N
Smithonia Historic District	■		■				Oglethorpe	N
Watson Mill Covered Bridge*	■	■	■				Oglethorpe	N
Battle of Jack's Creek		■				■	Walton	NA
Casulon Plantation	■		■				Walton	LU
Hightower Trail		■				■	Walton	NA
Kilgore Mill Covered Bridge	■	■					Walton	N
March to the Sea		■				■	Walton	NA
William Harris Family Farmstead	■		■				Walton	LU
<p>Note: Coverage of historic districts includes multiple historic resources. *Covered bridges are duplicated for their location in more than one county.</p> <p>Abbreviations: NR National Register, HM Historical Marker, CD CEDO Tourism Study, OL Other Listing, OM Other Markers, DH Developmental History.</p> <p>Vulnerability: N Protected, no apparent vulnerability, NA Not applicable, LU Land use and development, TR Transportation (railway).</p>								

The following ten historic resources were identified in three of the inventory's components — as illustrated in the matrix. They represent the Northeast Georgia Region's most significant resources — based on the inventory's information:

1. Fort Yargo (Barrow)
2. Winder Depot (Barrow)
3. Taylor-Grady House (Clarke)
4. Greensboro Multiple Resource Area (Greene)
5. Scull Shoals (Greene)
6. Madison Historic District (Morgan)
7. Oxford Historic District (Newton)
8. Lexington Historic District (Oglethorpe)
9. Watson Mill Covered Bridge (Madison & Oglethorpe)

10. South Main Historic District (Oconee)

These historic resources, because of their recurrence in the inventory, may be considered landmarks within the Northeast Georgia Region. They offer many opportunities for preservation planning, especially heritage tourism. These historic resources should also be given special consideration in the planning process.

5.9 Potential Adverse Impacts

Many historic resources may be negatively affected by policies and actions carried out within the context of the regional or local comprehensive plans. Of course, any historic data may be lost when construction disturbs sites without sufficient archaeological investigation. Some resources, however, are specifically vulnerable, while others are well protected. For instance, properties in private ownership are susceptible to destruction or modification as the result of land use changes. Others, for example Watson's Mill Bridge inside Watson's Mill State Park, are in public ownership of agencies dedicated to their protection. The chart on page 5-61 identifies the specific vulnerabilities of the identified regionally significant historic resources. Those marked "NA" are generic resources without fixed locations (or, in the case of the Battle of Jack's Creek, with an unknown location). Those marked "N" have no apparent threat or vulnerability because of local or state protection. Those marked "LU" are in private hands and therefore vulnerable to changes of land use that might destroy the site or its historic significance.

Of particular note is the depot in Winder. If the passenger rail service from Athens to Atlanta comes to fruition (see Chapter 6: Public Facilities and Infrastructure, Section 6.2), and the rail line through Winder is used, the project may affect this resource very much. The effects could be beneficial or harmful. Careful attention should be paid to the role of the depot if the route is developed through Winder.

5.10 Local Comprehensive Plans — Areas of Inconsistency and Opportunities for Cooperation

There are no initiatives identified in local comprehensive plans that might have an impact regionally. The goals and implementation strategies of the plans generally focus on local historic and archaeological resources, their protection, and their utilization for tourism. However, there are themes that recur in most of the plans. In particular, Athens-Clarke County, Barrow County/Winder, Greene County/Greensboro, Morgan County/Madison plans focus on development of their already substantial tourism for economic benefit and motivation to protect resources.

This chapter attempts to identify those historic resources identified in the local comprehensive plans that rise to the level of regional significance. The plan organizes these significant resources around several themes. It suggests that regional efforts based on these themes might expand the impact of individual county and city historic sites and districts.

None of the local plans shows any conflict or inconsistency with others or with the recommendations and analysis of this plan.

5.11 Preliminary Needs

- Repair and/or replace damaged Historical Markers.
- Nominate identified and other local locations for recognition with Georgia Historical Markers.

- Nominate identified and other regionally significant historic resources to the National Register of Historic Places.
- Greater recognition for regionally significant historic resources.
- Identification and recognition of historic resources related to Native-American history.
- Recognize Native-American trails that extend across the Northeast Georgia Region.
- Preserve historic transportation routes and historic bridges.
- Information concerning public visitation and hours of operation for regionally significant historic resources.
- Promote regionally significant historic resources for local and regional economic benefits, especially those identified as landmarks.
- Identify locations of regionally significant historic resources on State and Interstate Routes that attract large numbers of visitors.
- Assistance from an archaeologist in identifying (i.e., documenting) and evaluating significant archaeological sites related to Native-American history.
- Recognition of regionally significant farms related to agriculture. Nominate for Georgia Centennial Farm Program Award.
- More Certified Local Governments (CLG).
- Greater participation in the Georgia Mainstreet Program and the Better Home Town Program.
- Protection of regionally significant historic resources.
- Greater dissemination of historic preservation information and available programs throughout the region.
- Greater access and availability of professional preservation services that include technical assistance. Identification of preservation professional available to region.
- Information sharing between historical museums, including details of collections and exhibits.
- Funding for preservation projects.
- Coordination of the development passenger rail service with historic railroad resources on its routes.

Map - March to Atlanta goes here

Insert Map 5-2 Significant National Register Listings

Insert Map 5-3 Significant Historical Markers