

The segment of Road Trace B on the wooded slope (Section B2) is about 70 to 100 feet north of Road Segment A1, and it runs roughly parallel with Road Segment A1. The two road traces converge near the creek. The steeper part of Road Trace B is deeply and heavily eroded, just like Road Trace A1. The entrenched, eroded part of the trace extends up the slope to a point about 250 feet inside the northwest edge of the county property. The trace then appears to bend to the north-northwest, away from Road Segment A, and it becomes indistinct at the edge of the wooded project area. The heavily eroded part of the trace is likely due to runoff from poorly drained agricultural terraces, which are still evident on the slopes to either side of the road trace. A number of these terraces dead end into the road trace, and runoff is funneled directly into the road trace, which has caused severe erosion over time. The upper, western part of the trace is less eroded, although the road is still visible on the ground surface for some distance.

It is difficult to see the road trace on the ground at the far western side of the county property as it extends into an area that has been extensively plowed and it is now largely grown over. It seems to connect to a road farther up the slope to the northwest or north and this appears to be confirmed when the LIDAR map of the area is carefully examined (Figure 24). It is possible that the road followed an alignment along the edge of the woods or through the large cultivated field (now overgrown with young trees), curving or angling to the north to join Road Trace C (described below), or it may be that the road trace extended directly by itself to the northwest to tie into a dead end road at the very top of the ridge, about 750 yards northwest of the boundary of the county property. Therefore, the mapping of this road trace includes some conjectured connections with a definite road on the top of the ridge outside the county property (Figures 24 through 32). It is also possible, though not readily evident on the ground, that Road Trace B might have been an alternate route for Road Trace A.

Paralleling Road Trace B on its north side is another slight road trace extending up the slope. This trace is not eroded like Trace B, and it is much narrower, but the two traces seem to merge at the top of the slope on the west side of the county property. This minor trace is considered to be a recent trace, possibly created in the 1950s or 1960s as a way to access the wooded part of the slope. It may have been created while this slope was being logged sometime in the past 50 or 60 years. Several large oil cans were observed on the ground near this minor trace, possibly debris left behind from agricultural or logging activities. It should be emphasized that this is considered a minor trace of modern origin so it was not mapped.

It is quite possible that Road Trace B was an alternative to the route of Road Trace C, as both extend up and down the steep hill slope north of the main house. Both also lead to the creek. The trace also could represent an entirely separate road extending down the hill from the northwest.

The LIDAR map of the county property clearly shows Trace B extending north to the ridge top, but it also shows a branch that curves around to the south from the top of the ridge outside the county property to join Whitesides Road (Figure 24, green arrow). Today, this route is a farm road extending along an agricultural field that is now grown

up in small pines and other undergrowth. This branch may not be part of the historical trace, but instead the route of a modern farm road.

It is difficult to estimate how old Trace B might be, but its similarity to Road Trace A raises the possibility that it might be about the same age, probably in use by the early nineteenth century and possibly dating as early as the colonial period.

Road Trace C: This trace, located north of and roughly parallel to Trace B, extends northwest-southeast along the steep wooded slope within the county-owned property (Figures 24 through 32). Near the bottom of the slope on the floodplain it ties into Trace B, merging with Road Segments A and B via a short connector before intersecting the creek at the east side of the county property. Interestingly, one of the possible locations reported as a hanging tree site is located only a few feet north of the lower (southeastern) end of the road alignment (Figures 29 through 32).

Road Trace C is severely eroded like Traces A and B. As with the other two traces, the trace is deeply entrenched into the landscape, and in some places the eroded track is as much as 15 feet deep. Like the other traces, the erosion can be attributed to poorly drained agricultural terraces that have funneled runoff into the road, which over time has created a very deep ditch.

Road Trace C seems to extend about 700 yards to the northwest beyond the county-owned property to tie into a dead end road at the top of the ridge. The LIDAR map of the county property shows this to be the case, even though some of the trace is difficult to see because it falls within the shadowed portion of the ridge (Figure 24). The road on top of the ridge is actually named Dead End Road and it leads to Brooks Road, another paved road. Road Trace B also seems to connect with Dead End Road. It is possible that both Trace C and Road B were parts of a regional road extending northwest merging into Brooks Road, a modern paved road. Brooks Road leads directly to Cane Creek. This very well could have been the route taken by the Patriot forces after the hanging event as they continued northward to Cane Creek and on to Quaker Meadows. This route is speculative, but Brooks Road, like Traces B and C, is a major regional road that may be quite old. A colonial age attribution is possible and certainly cannot be ruled out.

Road Trace D, or the 1855 Road and Bridge across the Roberson Creek Tributary, South Part of Project Area (Site Number 4)

The current route of Whitesides Road in the vicinity of the project area was created sometime during the late 1930s or early 1940s. The new alignment replaced an earlier road that is believed to have been built around 1855. A trace of this older road extends across the southern end of the county property and it connects with the remains of a bridge that was constructed over the tributary stream on the east side of the county property. The bridge and associated roadway could be the one that Draper reports as being worked on in 1855 when road crews discovered the graves of the Loyalists prisoners (see historical background section of this report). It should be emphasized that

identification of this road as the 1855 road is an interpretation that has yet to be confirmed with historical documentation, but the interpretation is quite reasonable given that the road crosses the Long property, reported to have been part of Biggerstaff's Old Fields. Also, as noted earlier, there are oral history indications that place the hanging tree on or near the county property, and if this is true, then the 1855 road must be nearby if Draper's reference is valid. This road and the associated bridge seem to be the best candidate in the area for the 1855 road.

We are fortunate that aerial photographs from 1938 captured the route of the 1855 road before improvements in the late 1930s or early 1940s resulted in the road being straightened and segments of the 1855 road being abandoned. As seen in Figures 27 to 32, the route of the 1855 road wound back and forth around hillsides in an attempt to lessen the grade of the road as much as possible, which was important for facilitating wagon, stage and carriage travel. By the 1850s, the importance of team drawn vehicles in the local economy had grown tremendously, although pedestrian and horse travel continued to be important as well. It is reasonable to conclude that the 1855 road replaced an older road, possibly Road Trace A, which is possibly a colonial era road.

The segment of road trace to the west of the 1855 bridge (Road Segment 1855a) extends across the southern (lower) part of the county property, and passes by the south side of the double-crib log structure that is part of the Long farmstead. From aerial photographs, we see that the road used to cross over what is now the modern alignment of Whitesides Road, before curving to the south to loop around the slope of a large south-facing hillside (Figures 27 and 28). It then curved back to the north-northwest, ascending a long hill slope to arrive on the hilltop where modern Brooks Road is located. From there, the road appears to have extended westward along the alignment of Murray Road. This route leads west directly to the Second Broad River (Figure 7).

The roadway to the east of the 1855 bridge (Road Segment 1855b) extended along the same curving route as the modern driveway leading to the Zoutewelle house. It crossed to the south side of modern Whitesides Road, following the alignment of a driveway leading to a farmstead south of Whitesides Road, it then extended on to the east and northeast toward the intersection of Whitesides Road and Depriest Road.

Bridge abutments are present on both side of the tributary creek at the east side of the county property. This location is about 240 feet downstream (south) from the area where several road traces (Traces A, B and C) converge, and it connects with this convergence point with a short road segment extending along the west side of the creek. The bridge likely replaced a ford somewhere nearby along the creek. The bridge was clearly placed at a location on the creek with high banks, and the banks here are very steep, with the top of the banks about 10 to 15 feet above the normal creek level. The bridge abutments are made of cobbles and stones, held together with mortar. It appears that modern mortar and concrete parging is a later addition applied to help stabilize parts of the structure. There is no evidence remaining of the bridge superstructure, but it is presumed to have been made of a single span of heavy timbers, possibly without a truss, as the space between the two abutments is only about 25 or 30 feet. At the time of the archaeological survey, the abutments were grown over with vines and weeds, and given

to possible presence of snakes (a copperhead was encountered on the trail on the west side of the creek leading to the bridge abutment), it was not possible to climb down the creek bank and do a close inspection, although it is unlikely additional inspection would have yielded much additional information about the construction.

If our assumptions are correct, this bridge was constructed in 1855 as reported by Lyman Draper around 1880. It was during the construction of this bridge when, according to Draper, road workers uncovered the grave or graves containing the men who were hanged by the Whigs in October of 1780. (That story has already been described in an earlier section of the report.) The location of the graves was reported to be in close proximity to the road. Careful investigation of the area north and south of the bridge on the west side of the creek, has not revealed any evidence of graves. The area along the east side of the creek has also been carefully examined, and no evidence of graves was found. An area on the east side of the creek about 200 feet north of the bridge was also metal detected in 2008, but graves were not found. If the graves were located near the roadway—and this is speculative, because the grave could have been hundreds of feet away from the bridge and roadway—then they might have been destroyed when the road was constructed.

Interpretation of Road Traces

The road traces are the most interesting archaeological features on the county property, and also potentially the most relevant to the Loyalist hanging event that occurred a few days after the Battle of Kings' Mountain. Before discussing the age of the roads, and considering which ones might be older or younger, a word of caution is in order.

First it should be noted that what is presented in this section is an interpretation, based on circumstantial evidence, some of which is sketchy at best. We have not found a specific artifact or feature, or any specific historic record, that indicates when the roads on the county property were first constructed. Also, most of these roads in the project area were probably used for many decades, and some may have been in use for more than a century. Moreover, the road traces have been subjected to erosion that has deepened and rutted the roadbed, making it appear as if the roads were substantially worn over a long period of time. So, some roads may appear older than they really are.

Second, one must keep in mind the nature of roads. Roads are not always static features on the landscape. The prevalence of modern paved roads gives the impression that roads are always permanent and immovable. For much of our history before the advent of motorized vehicles and paved roads, however, roads were subject to change, depending on ease of travel and conditions at certain points along a road. Road alignments can be altered, and alternate routes for roads can be created when original roadways become difficult to travel on. So a worn roadway that becomes muddy and rutted can be replaced with a new segment of roadway that may or may not be near the older road. It is not unusual to find a road comprised of many alternate alignments or routes. I am familiar with examples of historic roads that are made from many alternate alignments, and sometimes the various road segments overlap or braid into each other.

This is especially true for roads near waterways where streams crossings are involved. Fords and crossings are often subject to erosion, flooding, or other natural effects and changing conditions can alter a crossing or result in it being moved. In addition, the function of roads can change. What might have been a major thoroughfare during colonial times can be repurposed as an agricultural access road in modern times.

Despite these cautions, it must be noted that the major road traces found within the county property are historically interesting and it is well worth the effort to propose an interpretation that explains when the roads were constructed and how they may relate to the history of the property and the region.

As explained above, Road Trace A (Site 2) is considered to be a very old road, perhaps even dating from the colonial period. The reasoning for this interpretation is that the road is lengthy and it can be traced for more than a mile across the land in the vicinity of the county property. The western end of the road can be traced to Brooks Road (a modern paved road), and there it ties in with other roads that appear to have led directly to the Second Broad River in the area where Walker's Plantation was located in colonial times (Figure 7). The road also can be traced east to the intersection of Whitesides and Depriest roads. There it ties into Depriest Road, which extends north by northeast on to Cane Creek (Figures 8 and 10). Another reason to assume that Trace A is an old road is that it is well worn on the landscape. Of course, the area immediately north of the Long house is very heavily worn due to erosion, but even in other areas the road can easily be traced across the ridge slopes. East of the county property, the alignment of the road is especially clear, with the alignment running straight up the hill slope toward the Whitesides-Depriest Road intersection.

The fact that Road Trace A is quite straight as it crosses the ridges in the vicinity of the county property also suggests to me that the road is quite old. This road probably began as a pedestrian or horse trail, and travelers would have had no problem going up and down ridge slopes and across the creeks between the ridges. As noted already, what we interpret to be an 1855 road winds back and forth along the sides of ridges to maintain a constant grade, which would have been more suitable to horse drawn vehicles. It would seem logical that Trace A predates the 1855 road by several decades, and I consider Road Trace A to be a good candidate for a colonial road. If that is the case—and we cannot say this with absolute certainty—then this could have been route traveled by the Patriot forces and Loyalist prisoners as they approached Biggerstaff's Old Fields from Walker's Plantation on the Second Broad River. And they may have departed Biggerstaff's place on their way to Cane Creek by taking the road to where the intersection of Depriest and Whitesides roads. Depriest Road today extends to the upper reaches of Cane Creek and it may have originated as a colonial road. Road Trace A has regional connections with other road segments that make it the preferred candidate for a colonial road.

Road Traces B and C (Site 2) are similar to Road Trace A in that they are deeply eroded and they converge on the same place on the creek. However, Traces B and C extend in a more northwesterly direction, apparently tying into a road on the ridge top to the northwest, connecting with what is now modern Brooks Road. Brooks Road leads north and eventually arrives at Cane Creek. If Traces B and C together represent a

colonial road, then we might be looking at another route traveled by the Patriot forces after the hanging of the Loyalists. So we are left with the possibility that these two traces are colonial roads.

Finally, there seems to be reasonable evidence to suggest that Road Trace D (Site 4), or what is referred to as the 1855 road, is indeed the route of a road constructed through the area in the mid-nineteenth century. If it is the 1855 road, then this would be the road that was being worked on when the Loyalist graves were rediscovered and the bodies exhumed. The road is clearly shown on the 1939 aerial photograph of the area, and it winds its way around many of the ridges in the vicinity of the county property, maintaining as much as possible a level grade. The bridge abutments associated the road trace are simple in construction, and comparable to many bridges in North Carolina constructed during the mid-nineteenth century. The construction of the 1855 road would have replaced the need for the older roadways (Traces A, B and C) situated north of the Long House and these roads may have ceased to be used as a major thoroughfare when the 1855 road was constructed. However, there is short connector road from the bridge north along the creek to the convergence point for the three road traces, and it is possible some traffic continued to use the older traces. Unfortunately, the locations of the hanging tree and Loyalist graves have not been confirmed. We were hoping that we would find these features near the road.

Finally, we can see that the 1855 roadway was replaced in the 1940s by the current alignment of Whitesides Road, which resulted in a much straighter road and construction of a new bridge on the creek several hundred yards south of the 1855 bridge. Thus, we have a sequence of historic roadways that touch on the county property. Three of these (Traces A, B, and C) were certainly in use in the early part of the nineteenth century and could even have had origins in the colonial era. An 1855 road replaced one or more of the earlier roads, which undoubtedly were severely eroded and difficult to travel after as much as a century of use. And, finally, after about 90 years of use, the 1855 road was replaced around 1940 by modern Whitesides Road.

The road traces associated with the county property are considered to be important archaeological features as they provide a context for the property that could extend back in time as far as the colonial period. If some of the roads were in use during colonial times, then they are very useful for understanding the approach to and departure from the area by the Patriot frontiersmen and Overmountain men who travelled through the area after Kings Mountain. Even if the road traces do not represent colonial roads, the roads almost certainly were in use by the turn of the nineteenth century, and they help us understand the historical development of the region. It is recommended that the road traces be preserved and protected so they can be interpreted. At some point, active measures to retard erosion in the road traces may be necessary. These road traces are considered to be significant historical and archaeological features.

SUMMARY AND CONCLUSIONS

A Phase I archaeological survey of the 17-acre county-owned Biggerstaff Hanging Tree property was conducted in fall of 2012. The survey resulted in documentation of four archaeological sites: (1) the Long farmstead (Site 1) which dates from the 1870s; (2) Road Trace A (Site 2) which is a major historic road trace that almost certainly was well established by the first quarter of the nineteenth century and very likely was in place before the Revolutionary War; (3) Road Traces B and C (Site 3), also possibly in use during the colonial era; and, (4) Road Trace D, or the 1855 road (Site 4), which includes the remains of a bridge structure. Of these, only the three road traces are presently considered to be archaeologically and historically significant. The Long farmstead also may be significant for its architecture, but an assessment is awaiting formal National Register evaluation and review.

The historic road traces may be part of a road network that originated as early as the time of the Revolutionary War. If the assumptions relating to these landscape features are correct, we find that the historic roads converged on the county property in order to cross a stream. These roads also were part of major regional roads that extended west to Walker's Plantation near the confluence of Cane Creek and the Second Broad River, and northeast to the upper reaches of Cane Creek. As such, these roads provide context for what happened when the Patriot forces visited the area on October 14, 1780, and tried and hanged nine Loyalist prisoners.

It is also important to note that the county property can be considered historically important as a site related to the Overmountain Victory National Historic Trail. While there are indications that the county property was part of Biggerstaff's Old Fields, additional research is needed to confirm this. The archaeological data gathered during the 2012 survey is not sufficient to validate the idea that the county property is part of the Biggerstaff's Old Field property, but neither does it rule it out.

Regardless, Biggerstaff's Old Field, however the site is precisely located and defined, already is documented by the American Battlefield Protection Program of the National Park Service as a Priority II, Class A, Associated Historic Property. Associated properties are those that are not battlefields, but are very much relevant to understanding the events of the Revolutionary War. The threat potential for the site is listed as low, both in the immediate future and long-term. The classification also means that the site has "potential for comprehensive protection over the next ten years," a potential that will be partially fulfilled by protection and development of the 17-acre property by the county (American Battlefield Protection Program 2007:57).

Here are a few other observations:

Hanging Tree Site, Loyalist Graves and Biggerstaff's Old Fields: Archaeological investigation of the 17-acre county property has revealed no evidence of these two features. We have documented two reported locations for the hanging tree, but trees more than 220 years old no longer exist at these locations. The oral history suggesting that the hanging tree was on the Long property is something that should not be ignored. Even

though the location of the tree was not identified and we cannot say with certainty that the tree never existed on the property, we can say with certainty that the tree no longer exists on the county property. The actual location of the tree remains a mystery. The same is true for the Loyalist graves. There is an indication from one informant that the graves used to be located near the project area. Also, if our interpretation about Road Trace D is correct and it does represent an 1855 roadway, then it is possible that the grave or graves might be located nearby. However, no evidence of the graves has been found. Continued investigation on the property east of the county property is needed to make sure the graves are not present in that area, and any investigation should extend all the way to the top of the ridge near the intersection of Whitesides and Depriest roads, as there are some indications that the graves and possibly the hanging tree might have been located in that area.

It is also relevant to mention that there is some information that places the hanging tree and Loyalist graves on or near the property of Benjamin Biggerstaff, possibly located near the Bostic-Sunshine Road. Could this have been a part of Biggerstaff's Old Fields? The possibility that this was the location where the Patriot forces camped and hung the Tories cannot be completely ruled out, even though this interpretation runs counter to the evidence suggesting the county property and surrounding area was the place where the hanging occurred. Efforts to archaeologically investigate the Benjamin Biggerstaff property along the Bostic-Sunshine Road would be useful in narrowing the search for the hanging tree and Loyalist graves.

Aaron Biggerstaff's Home Place: One piece of evidence that is missing from a consideration of the possible location of the hanging tree and the Loyalist graves is identification of the place where Aaron Biggerstaff and his wife lived in the early years of the American Revolution. If this house site could be identified, then it would strengthen any interpretations relating to the hanging event. Such a site would likely contain a few artifacts dating from colonial times, although the quantity of artifacts and other material culture item is not likely to be especially large. Home sites of the Revolutionary War era often contain minimal archaeological evidence because the amount of commercial goods available to families in the colonial era was very limited. Even when ceramic and glass items were commercially available, residents sometimes lacked money to spend on such luxuries.

If we are correct in assuming that the county property is a part of Biggerstaff's Old Fields, then the Aaron Biggerstaff homeplace site should be nearby. Examination of the aerial photographs for the area between Brooks Road on the west and Depriest Road to the east, shows a few locations where houses once stood and it is possible that others might exist which cannot be seen on the aerials. Most of these sites probably represent modern residences or residences from the nineteenth century. But it is possible that one or more of these might represent a colonial homestead site

One possible location for a colonial homestead is the area east of the creek where there is currently a modern residence. This area, which is privately owned, has yet to be intensively investigated. The house there now is modern, but this is a good location for a residence, as it is near water and it would have been close to major roadways. Another

possibility is the land farther east (upslope) near the intersection of Whitesides and Depriest roads. There is a report that an old chimney once stood in this area. Several reports identify the Old Fields as being close to the intersection. The ridge top location is a very suitable location for a residence.

A comprehensive archaeological survey is needed to identify potential colonial sites in the greater area around the county property. If such a site were identified, it could provide supporting evidence for the interpretations now being considered to suggest the county property is located near the hanging tree and associated graves.

Specific Recommendations: Some of the historic road traces will require actions to lessen the effects of erosion, which, if left unchecked, threatens to damage the features beyond recognition. This is a difficult problem to tackle, but consultations with staff of the Natural Resources Conservation Service and other federal and state agricultural agencies should result in the identification of measures that can help prevent erosion.

The landscape of the county property offers great opportunity for the interpretation not only of the colonial period and the activities of the American Revolution in Rutherford County, but also an interpretation of the development of agriculture and rural life of the region throughout the nineteenth and twentieth centuries. For example, the agricultural terraces on the property provide insights into agricultural practices of the late-nineteenth and twentieth centuries, and offer an opportunity to compare and contrast agricultural practices throughout history. Such an exhibit could even address the settlement of prehistoric and early historic era Native Americans in the region.

Development of a nature trail through the property also would be a great asset to the interpretive center being developed on the property. Already there are trails passing along the floodplain next to the creek. Some of the agricultural terraces are suitable for use as a trail, and some of the historic roadway segments also could be incorporated into a nature trail. A nature trail could provide visitors with an understanding of how modern flora on the property today might contrast or be similar to the forests and plants on the landscape in the late eighteenth century when the Patriot army arrived at Biggerstaff's Old Fields in search of provisions and suitable campsite.

General Recommendations: Continued study of deeds and other historical documents related to Biggerstaff's Old Fields and the hanging event could prove to be informative in the future. It is hoped that this research continues in earnest. It is also recommended that the archaeological survey of the county property be expanded to other properties nearby in order to determine whether sites of the colonial period might be identified. This would also allow additional documentation of the historic road traces in the area. It is also recommended that areas along the Bostic-Sunshine highway where Benjamin Biggerstaff may have lived be archaeologically investigated. Data from these surveys is needed to begin to complete an interpretation of how the region looked during colonial times.

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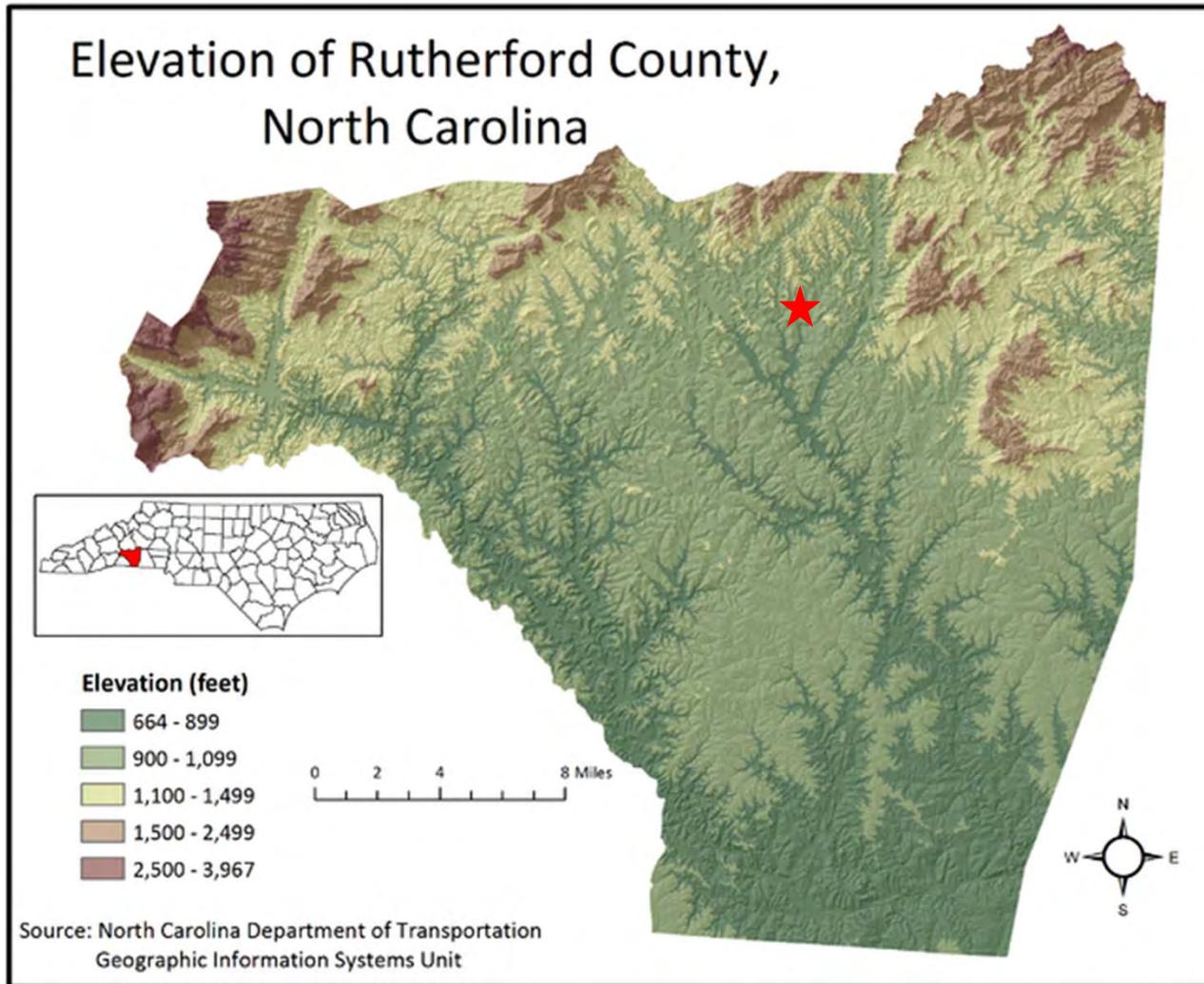


Figure 1. Map showing the location of Rutherford County in North Carolina (small inset map), the relative elevations of landforms in the county and the location of Biggerstaff's Hanging Tree property (red star). Source: Wikipedia.



Figure 2. Routes taken by the Overmountain Men to the Battle of Kings Mountain. (Source: Learn NC online). The Biggerstaff property is located about 9 miles northeast of Rutherfordton in Rutherford County. Red star marks the approximate location of Biggerstaff's Old Fields and the 17-acre county property.

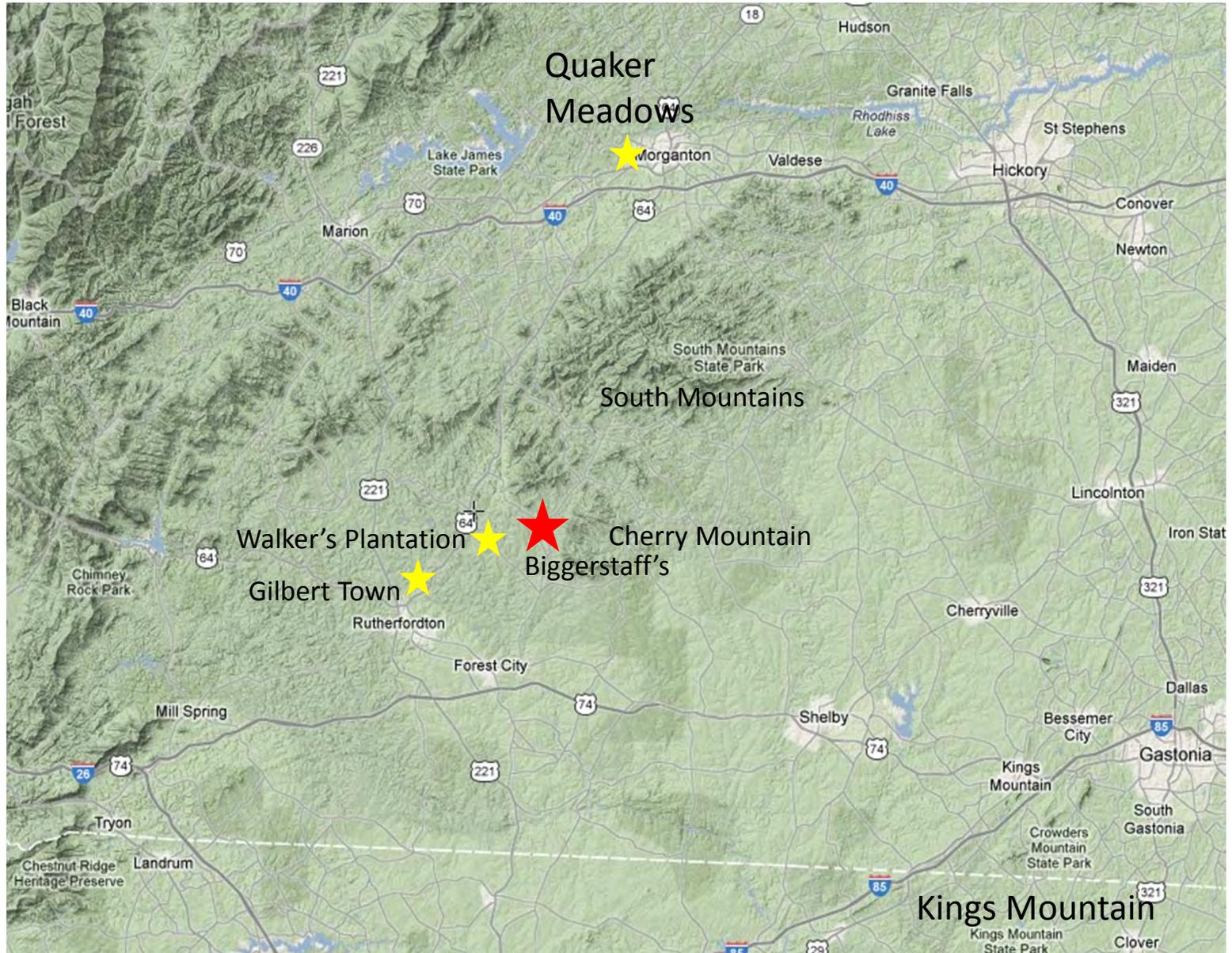


Figure 3. Map showing the location of Biggerstaff's Old Fields property (red star) in relation to Cherry Mountain, the South Mountains and modern towns and roads. Other nearby places of the colonial period are marked with yellow stars. The location of Quaker Meadows is along the Catawba River near Morganton, and Kings Mountain is shown in the lower right corner of the image.

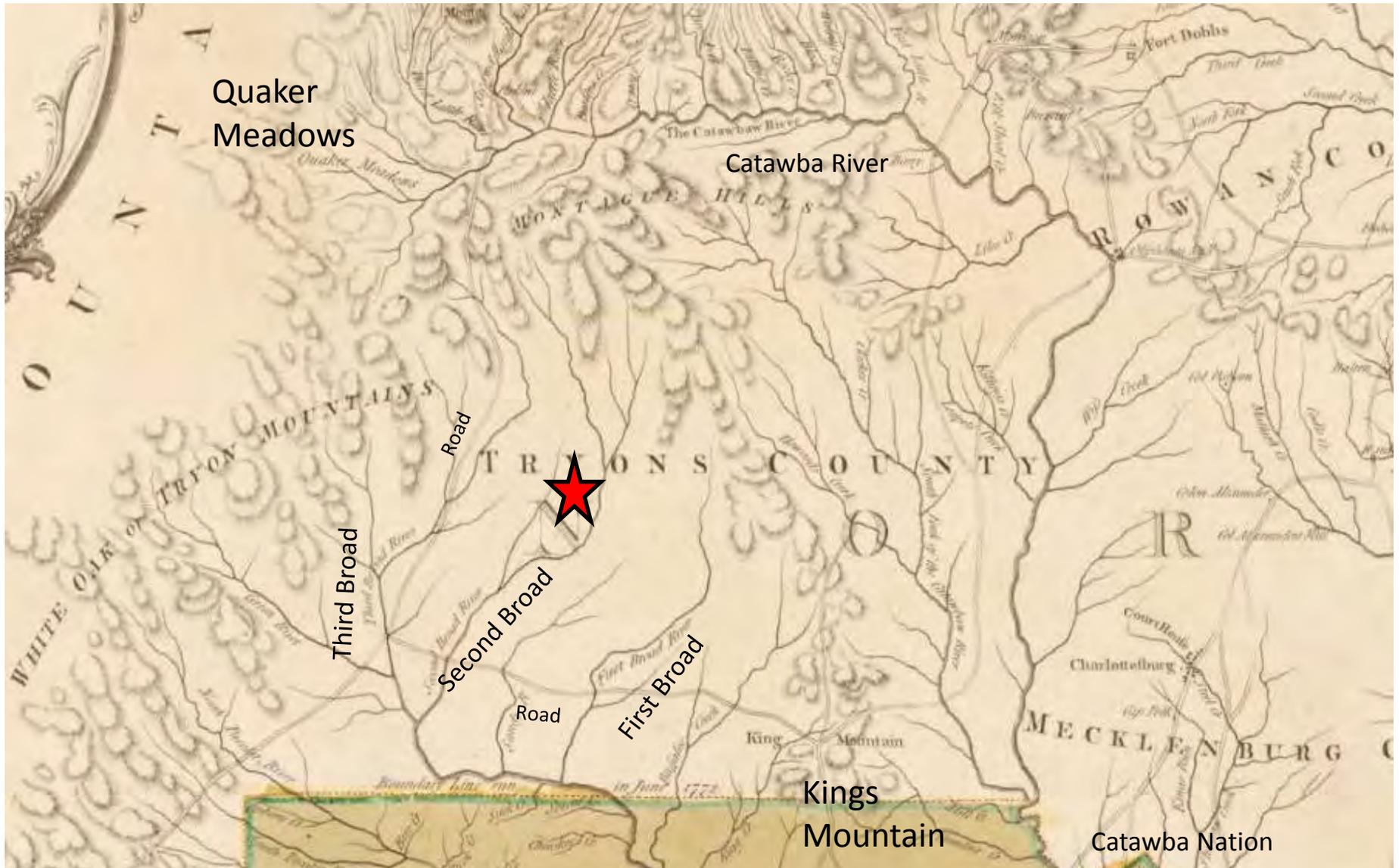


Figure 4. Broad River and its tributaries as shown on the 1775 Mouzon map of North and South Carolina. Colored area at the bottom of the image represents the Camden District of South Carolina. The river courses and roads portrayed on the map are very inaccurate. The road leading north between the Second and Third Broad rivers (marked) may be the route of modern US 64 leading to Quaker Meadows (Morganton), but, if so, its location is not accurately portrayed. The approximate location of Biggerstaff's Old Fields is marked with the red star.



Figure 5. Price and Strother map of 1808. Red star marks the approximate location of Biggerstaff's property on Robertson Creek. Note that several roads converge in the same area as Biggerstaff's (see inset), with the one to the northwest leading to the upper reaches of Cane Creek and the one to the west leading to the Second Broad River where Walker's Plantation was located. These routes probably were present in the 1780s.



Figure 6. Aerial photograph showing the approximate route of the Patriot army and prisoners after the Battle of King's Mountain, as they moved north through modern Rutherford County, from Gilbert Town, to Walker's Plantation, Biggerstaff's Old Fields, Cane Creek and on to Quaker Meadows (now Morganton, NC). (Aerial photo source: Google Earth.)

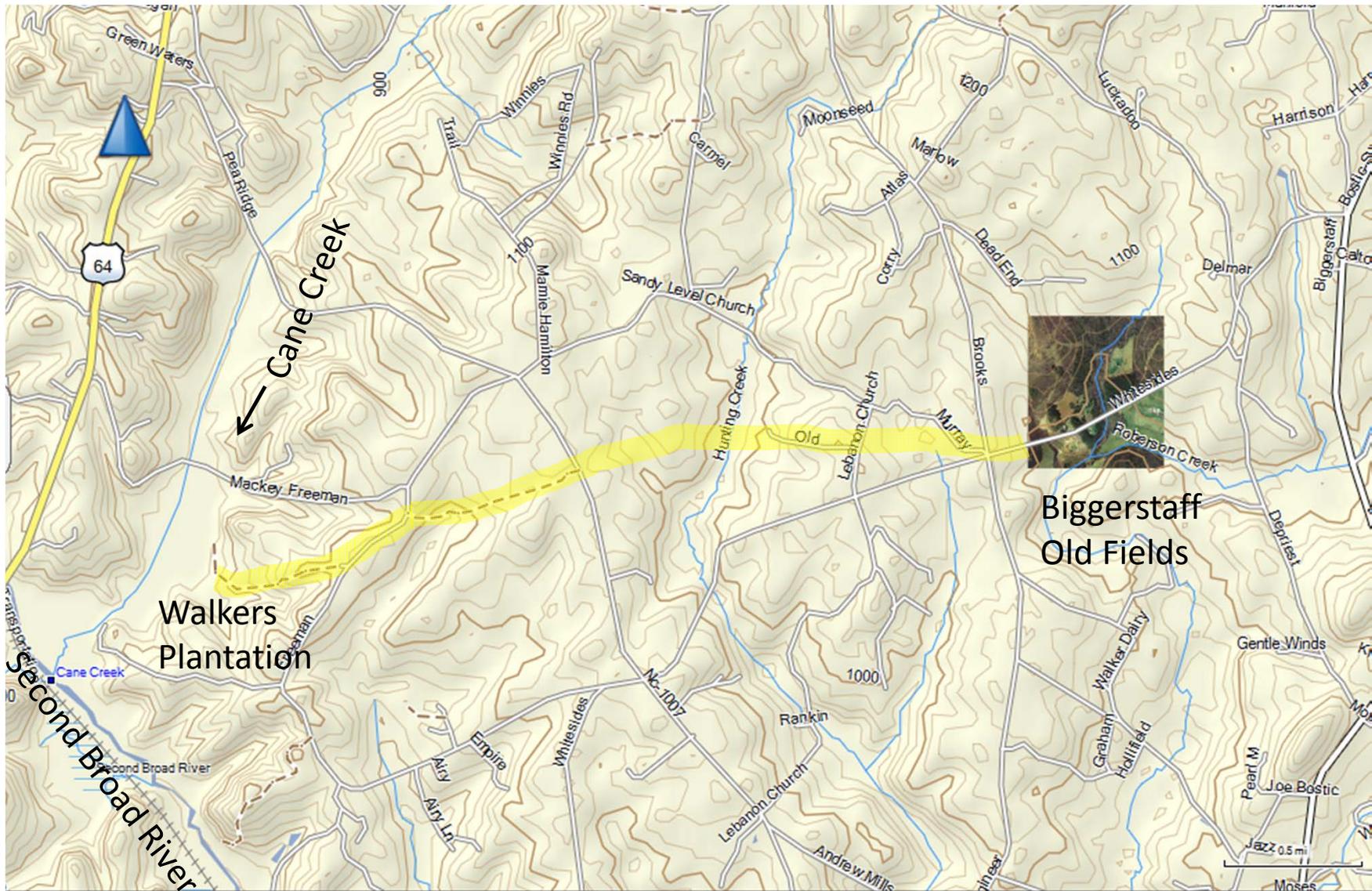


Figure 7. Conjectured route (yellow) of Patriot army and Loyalist prisoners from Walker's Plantation on the Second Broad River to Biggerstaff's Old Fields. Note that the route follows several old road traces marked on the map. (Map source: Garmin Topographic Map and aerial photograph).

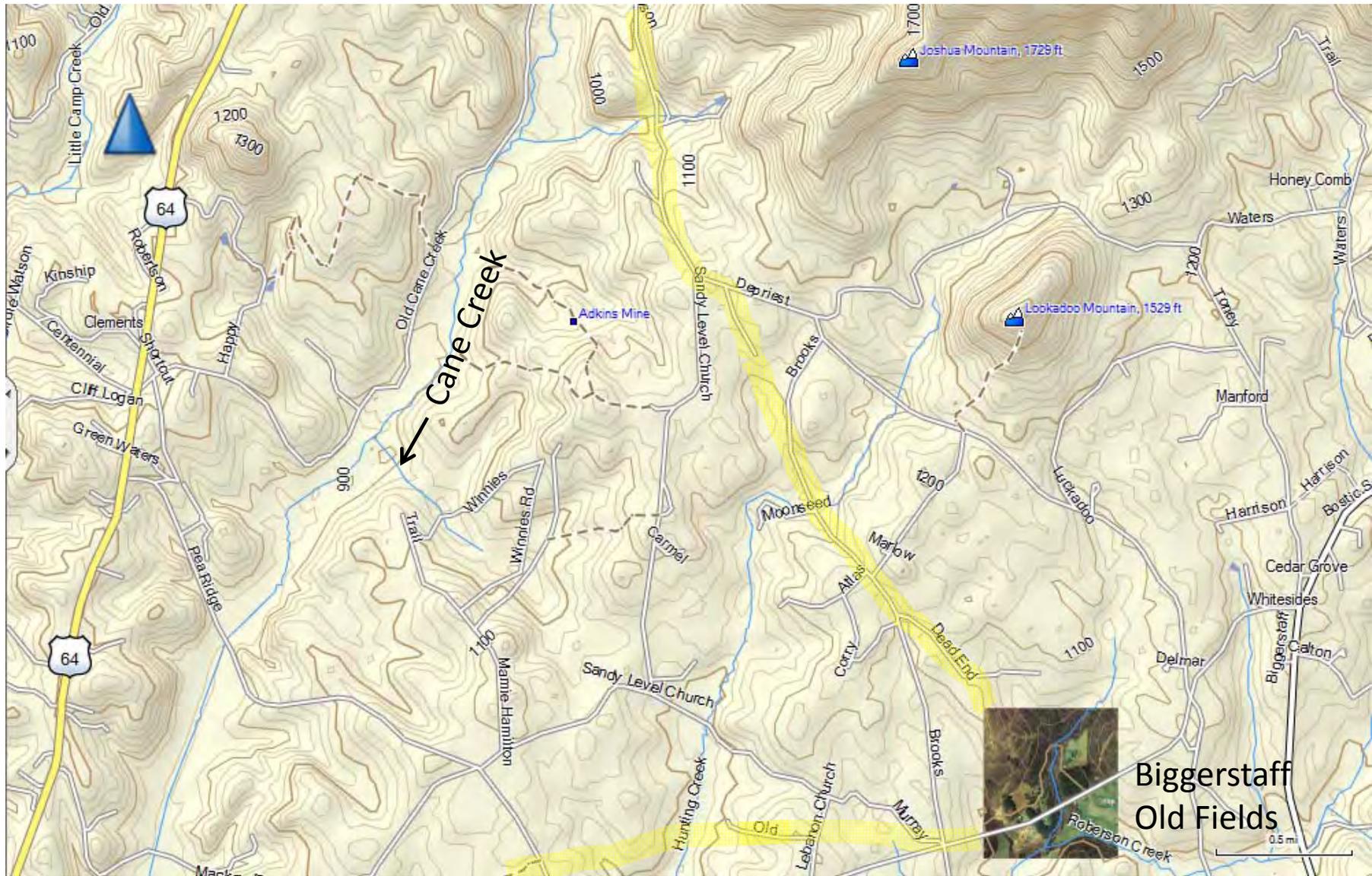


Figure 8. Conjectured route (yellow) of Patriot army and Loyalist prisoners moving north from Biggerstaff 's Old Fields to Cane Creek in route to Quaker Meadows. (Map source: Garmin Topographic Maps and aerial). The route follows Brooks Road north of the county property and then joins Depriest Road.

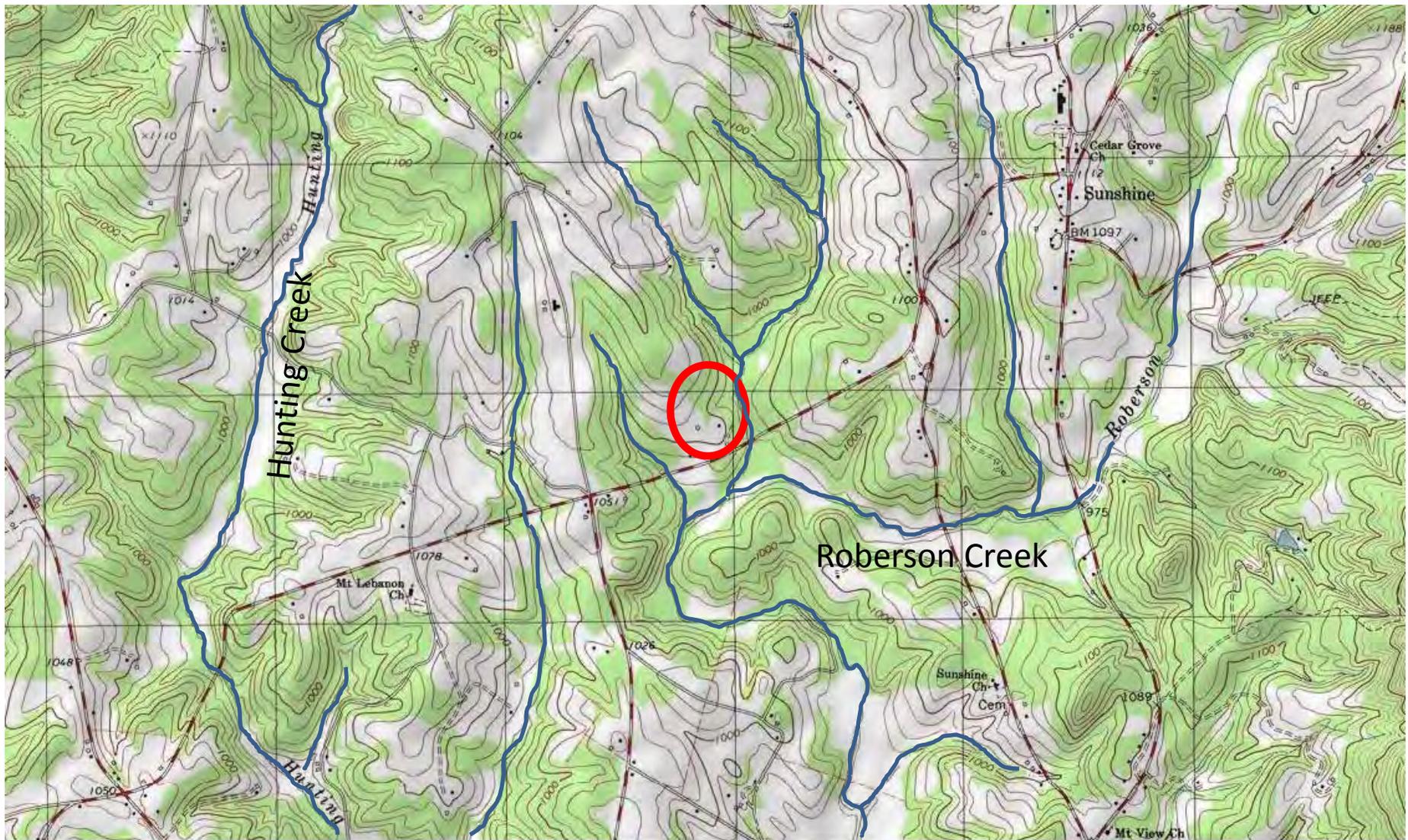


Figure 9. Location of the county-owned 17-acre tract (red oval) showing nearby streams. The property is on the north side of Whitesides Road within the drainage of Robertson Creek. Note how Robertson Creek forms a large loop around a ridge south of the county property. Grid lines are 1,000 meters (one kilometer) or 3,280 feet (0.62 miles) square. (Map source: USGS 7.5' Sunshine Topographic Quadrangle Map.)



Figure 10. Location of the county-owned 17-acre tract (red circle) shown from a low level oblique angle on a aerial photograph. The property is located on the north side of Whitesides Road, along a tributary of Robertson Creek within the Sunshine community. (Source: Google Maps.)



Figure 11. Lynch's Complete Map of Rutherford County, 1923 (Source: N.C. State Archives, Raleigh). Large arrow marks the location of the county property and the place where the old road, probably the 1855 road (early Whitesides Road), crosses the tributary of Roberson's Creek (also called Robinson Creek on some maps). West of the ford, the old roadway appears to curve to the northwest of Mt. Lebanon Church, following the route of modern Mt. Lebanon Church Road and Sandy Level Church Road. Logan's Store is west of Hunting Creek.

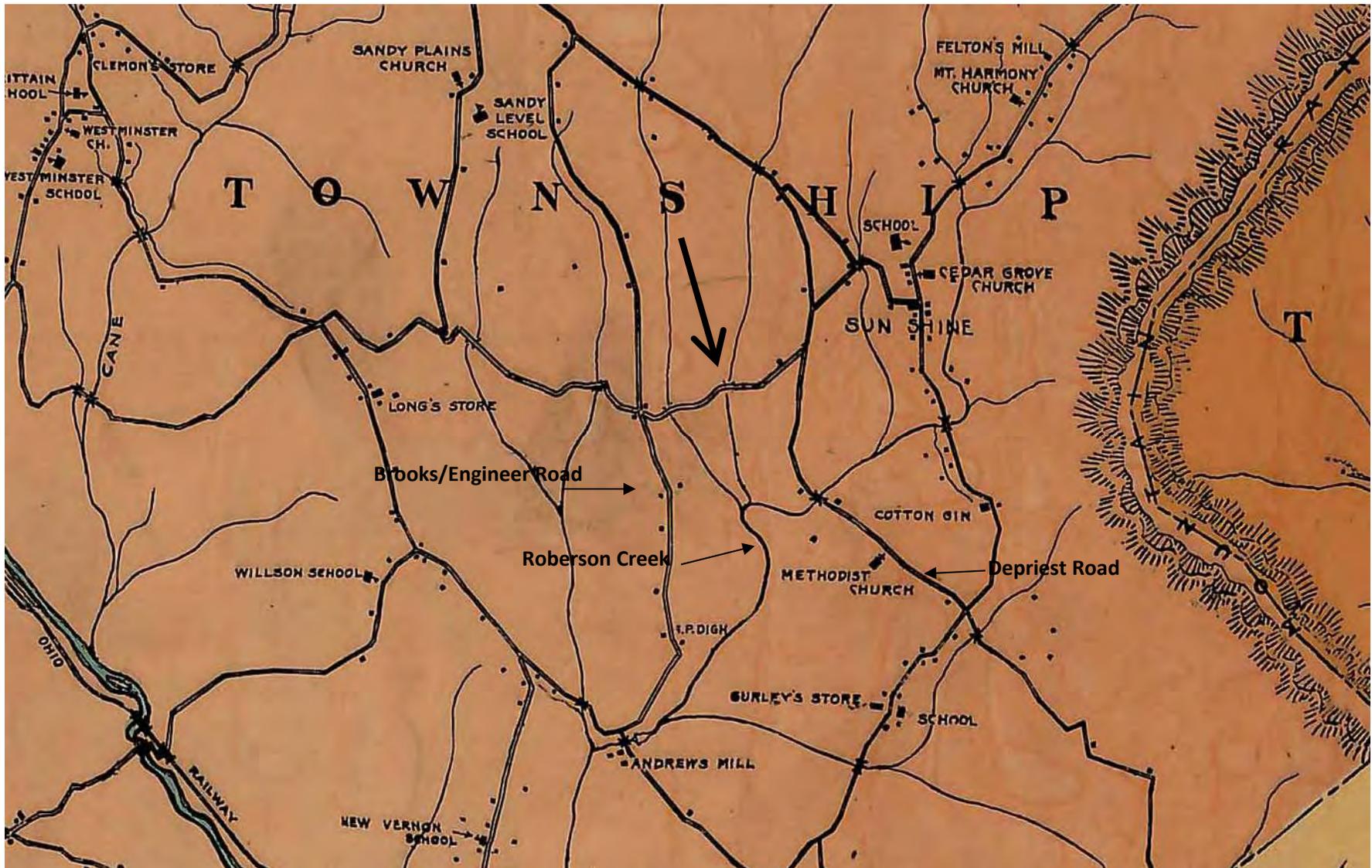


Figure 12. Rutherford County map, 1927. Large arrow points to the location of the county property and a bridge over the tributary of Roberson Creek. This is almost certainly the location of the 1855 bridge. (Source: N.C. State Archives, Raleigh.)

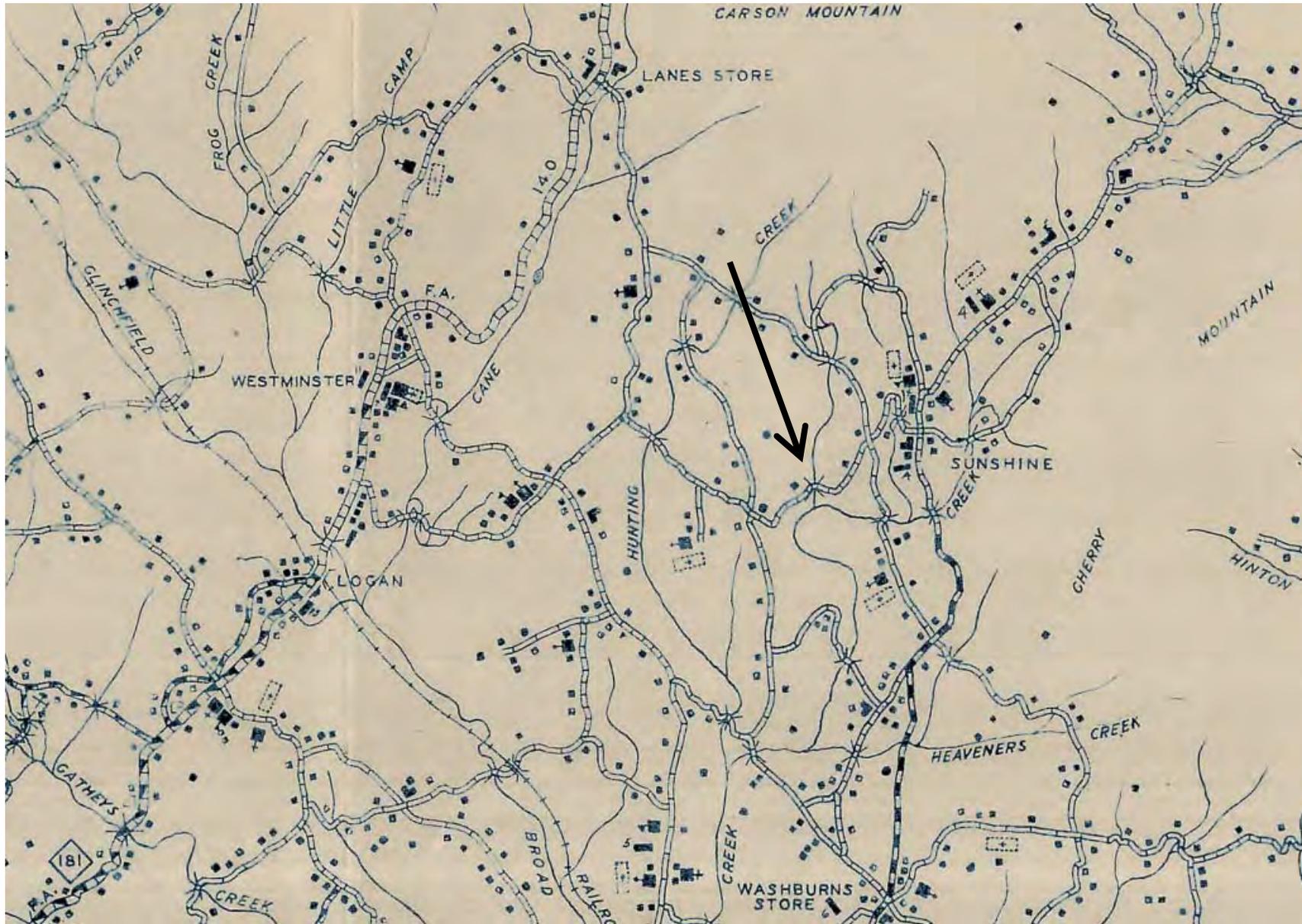


Figure 13. State Road Map of Rutherford County, 1938. Arrow points to bridge crossing the tributary of Roberson Creek on the county property. This appears to be the 1855 bridge. House to the west of the bridge is probably the Long House on the county-owned tract. (Source: N.C. Archives.)