

Springfield to Fayetteville Road-Cross Hollow Segment
Name of Property

Benton Co., Arkansas
County and State

NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

1. Name of Property

Historic Name: Springfield to Fayetteville Road – Cross Hollow Segment

Other Name/Site Number: BE3596

2. Location

Street & Number: Benton County Road 83 through Cross Hollow

Not for Publication: NA

City/Town: Lowell

Vicinity: X

State: AR County: Benton Code: AR007 Zip Code: 72712

3. Classification

Ownership of Property: Public

Category of Property: Structure

Number of Resources within Property:

Contributing Noncontributing

___	___	buildings
___	___	sites
<u>1</u>	___	structures
___	___	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register: NA

Name of related multiple property listing: Historic and Archeological Resources Associated with the Cherokee Trail of Tears

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ___ does not meet the National Register Criteria. ___ See continuation sheet.

Cathie Matthews 12/3/04

Signature of certifying official

Date

Arkansas Historic Preservation Program

State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria. ___ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby certify that this property is:

☒ entered in the National Register

☐ See continuation sheet.

☐ determined eligible for the
National Register

☐ See continuation sheet.

☐ determined not eligible for the
National Register

☐ removed from the National Register

☐ other (explain):

for Daniel J. Vivian
Signature of Keeper

1/19/05
Date of Action

6. Function or Use

Historic: TRANSPORTATION Sub: road-related

Current : TRANSPORTATION Sub: road-related

7. Description

Architectural Classification: No style

Materials: foundation Earth roof NA
walls NA other NA

Describe present and historic physical appearance:

Summary:

The Springfield to Fayetteville Road – Cross Hollow Segment is a well-defined nineteenth-century roadbed. Its location has had an important impact throughout the state's history and appears very much as it would have during the nineteenth century. It is approximately two miles in length, fourteen to eighteen feet wide, and is of earth and gravel base.

Elaboration:

The Springfield to Fayetteville Road – Cross Hollow Segment is a well-defined nineteenth-century roadbed. Its location has had an important impact throughout the state's history and appears very much as it would have during the nineteenth century. It is approximately two miles in length, twenty feet wide, and is of earth and gravel base.

This segment of road has excellent integrity of location in that it is clearly identified in the historic record as having made up a portion of the Northern Route of the Trail of Tears, Cherokee Removal, which began in Tennessee and ended along the western border separating Arkansas from Indian Territory. Its location has appeared numerous times in reference not only to the Trail of Tears, but as a point along the Butterfield Stage Line, and was frequently used during the American Civil War.

A modern highway (Highway 62) lies just west of Cross Hollow and absorbs the brunt of traffic thereby leaving this segment of road (what is now along Benton County Road 83) much as it was in the nineteenth century. This segment of road conveys a sense of what the Native Americans observed as they traveled and camped in the area during their journey through the northwest Arkansas portion of the Trail of Tears. The ridge running parallel with this segment and overlooking it was once used as gun emplacements by both Northern and Southern forces, and its importance in late Arkansas Territorial and state history as a vital link of communication and commerce is evidenced by its use as a segment of the Butterfield Trail and as a military road during the Civil War.

It conforms to the route of the Springfield to Fayetteville Road between Springfield, Missouri, and Fayetteville, Arkansas, as determined by survey of segments of the Northern route of the Cherokee Trail of Tears conducted by the Arkansas Historic Preservation Program and Dr. Duane King of the Museum of the Southwest; it thus has excellent integrity of location. It retains the physical characteristics of an early nineteenth-century roadbed, including its presumed original widths and embankments, giving excellent integrity of design, materials and workmanship as established in the National Register Multiple-Property Documentation Form "Historic and Archeological Resources Associated with the Cherokee Trail of Tears."

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties: Statewide.

Applicable National Register Criteria: A

Criteria Considerations (Exceptions): NA

Areas of Significance: Ethnic Heritage: Native American
Exploration/Settlement
Transportation
Military

Period(s) of Significance: 1837-39; 1858, 1862

Significant Dates: 1837-39; 1858, 1862

Significant Person(s): NA

Cultural Affiliation: NA

Architect/Builder: NA

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above:

Summary:

The Springfield to Fayetteville Road – Cross Hollow Segment is eligible for listing on the National Register of Historic Places under Criterion “A” with National significance by virtue of its status as a lengthy segment of road traversed by one of the first contingents of Cherokee Removal, under the command of B. B. Cannon in 1837, and by eleven of the seventeen contingents in 1838 and 1839 to follow along the road known as the Northern Route of the Trail of Tears. This two-mile stretch of road is the longest-known segment of road traveled on the Northern Route by Cherokee Removal contingents in Arkansas in the late 1830s that retains its integrity as a nineteenth-century roadbed. Its later association with the Butterfield Trail and Northern and Southern troop movements surrounding the Battle of Pea Ridge during the American Civil War augments its importance. The property is being submitted for National Register recognition under the multiple – property listing “Historic and Archeological Resources Associated with the Cherokee Trail of Tears.”

Elaboration:

The Springfield to Fayetteville Road – Cross Hollow Segment constitutes part of what soon after Arkansas statehood would be known as the State Road. It led from Fayetteville, Arkansas, to Missouri's southern border.

The particular segment under consideration is a portion of roadway first laid out in two segments, in 1835, with the first segment beginning in Fayetteville and ending at the homestead of John Fitzgerald (in present day Springdale, Arkansas). From that point, the Washington County Court ordered the construction of the second segment of road "from Fayetteville to the Missouri line in the direction of the Delaware town [near Springfield, Missouri] commencing at or near the second spring north of John Fitzgerald."¹

The road continued to Little Sugar Creek, Samuel Burk's, William Reddick's, Job R. Monds', and on to the Missouri line. The roadway was to be twenty-feet wide.² It plays a historically significant part not only in Arkansas history, but also in events which shaped our nation's character and identity. It helped to promote, quite literally, America's economic and cultural direction while often embedding within its shoulders a tragic legacy of pain and suffering, even death, in its still visible twists and turns. The time frame for this project is 1837 to 1839, an era known as the Trail of Tears. The first wave of people of the Cherokee Removal used the Cross Hollow segment as early as the winter of 1837 and successive groups followed the trail, all on their way to Indian Territory.

A brief statement in the Comprehensive Management and Use Plan, Trail of Tears National Historic Trail reveals the historic national significance of the Cross Hollow segment. It states that "The Trail of Tears National Historic Trail commemorates the tragic experience of the Cherokee people, who were forcibly removed by the United States government in 1838 – 39 from their homelands in the southeastern United States to new homes hundreds of miles to the west."³ The statement is a remarkably succinct narrative portrait of this highly significant, albeit dark period in America's history. However, the use of phrases such as "tragic experience" and "forcibly removed . . . from their homelands" only partially lifts the curtain on this tragedy. Greed, racism, lust, deception, murder are concepts often used in the narrative as well, and help to reveal the complexities of United States history during the Cherokee Removal.

Native Americans were dragged from their homes and lands, shoved into stockades, forced into internment camps in Tennessee, and then herded along water and land routes into Indian Territory. For many of the Native Americans, especially the very young and very old, the Trail of Tears was a death march. This forced march was the antithesis of the American dream. Self-determination, opportunity, and individual freedom were ideals as alien to the Cherokees as they were to those living under tyrannical governments elsewhere in the world.

The Cherokee Removal, the most famous feature of which is the Trail of Tears, could be cynically said to have had its beginnings with the first contact between the Europeans, and the natives of this land. One could choose at will any date of contact and get a sense of things to come. Quite simply, Native Americans had what the newcomers wanted – land. Justifications for the seizing of land, be they hatefully racist, kindly religious, or blatantly economic, are as predictable as the outcome.

While the Cherokees, themselves became directly responsible for the actual movement of their people, the heavy hand of the United States government made sure they maintained a constant pace westward. Disease and exposure reduced their number by hundreds, if not thousands. Because Arkansas' geographic location positioned it in the final few miles of this journey, those Arkansans witnessing the Native Americans being driven along the road were observers of the conclusion of hundreds of miles of heartache.

In the 1830s the charade of excuses for taking land fell away, and lands belonging to several tribes, but primarily those of the Cherokee Nation in the southeast United States, were blatantly stolen and those who once had possession were driven far away. President Andrew Jackson encouraged these actions. Jackson even considered Indian removal compassionate compared to his well-known belief in extermination of Native Americans. Jackson participated in negotiating several treaties with Native Americans whereby the various tribes exchanged their lands for land to the west. He helped to guide the Indian Removal Act through Congress in May 1830, which is viewed as the beginning of the formal removal program. It was to “provide for an exchange of lands with the Indians residing in any of the states or territories, and for their removal west of the river Mississippi.”⁴

The Cherokee Nation became more and more isolated due to white incursions. By 1835, no fewer than twenty-three treaties had been signed with the last, the Treaty of New Echota, signed on December 29, 1835 (and repudiated by the vast majority of Cherokee. In fact, it was signed by only 100 of the 17,000 Cherokees living there). This treaty forced the Cherokees to forfeit all their remaining Cherokee lands east of the Mississippi River to the United States government.⁵

As the state of Georgia began anew the forcible round-up for removal, the Cherokee Nation proved the legal right to its land in the United States Supreme Court. They would take that decision with them on their journey westward.⁶ The abuses exacted upon the Cherokees at the beginning of the long journey foretold the hardships to come. James Mooney, an ethnographer who later interviewed a several Cherokees who survived, states:

[O]n turning for one last look as they crossed the ridge, [the captives] saw their homes in flames, fired by the lawless rabble that followed on the heels of the soldiers to loot and pillage. So keen were these outlaws on the scene that in some instances they were driving off the cattle and other stock of the Indians almost before the soldiers had fairly started the owners in the opposite direction . . . To prevent escape the soldiers had been ordered to approach and surround each house . . . so as to come upon the occupants without warning. One old patriarch when thus surprised calmly called his children and grandchildren around him, and kneeling down, bid them pray with him in their own language, while the astonished soldiers looked on in silence. Then rising he led the way into exile.⁷

The earliest contingent of Cherokees to come along the Springfield to Fayetteville Road – Cross Hollow Segment was under the charge of conductor B. B. Cannon. Fortunately, Cannon kept a journal of the passage. Those contingents following thereafter repeated Cannon’s route, coming into Arkansas from Missouri along the Springfield to Fayetteville Road referred to as the Northern Route into Indian Territory.⁸ His journey began with 365 Cherokees on October 15, 1837, and ended in Indian Territory on December 29, 1837. The groups suffered fifteen deaths along the trail.⁹ His journal entry of December 24, 1837, with its reference to “X hollows” [Cross Hollow] gives evidence of the group having come through northwest Arkansas, camping at the segment under consideration: “Marched at 8 o’c. A.M. halted at the X hollows, had to leave the road $\frac{3}{4}$ of a mile to get water, 3 o’c. P.M. Issued corn & fodder, Pork and cornmeal, 15 miles today.”¹⁰

It is certainly reasonable to assume all of the many groups taking the northern route thereafter, traveled the same route, although there appears to be no actual documentation to confirm this supposition. However, two contingents that can be historically authenticated as having been on this segment of road are those of Richard Taylor and Peter Hilderbrand.¹¹ Two members of the Taylor contingent, Daniel S. Butrick, a minister, and Dr. William I. I. Morrow, a physician, kept diaries. Each corroborate the other, often offering heartbreaking

eyewitness testimony to the horrific hardships the Cherokees suffered, as this passage in Butrick's diary reveals: ". . .there are more or less affected with sickness in almost every tent; and yet all are houseless and homeless in a strange land, and in a cold region exposed to weather almost unknown in their native country. But they are prisoners. True, their own chiefs have directly hold of their hands, yet the U. States officers hold the chiefs with an iron grasp, so that they are obliged to lead the people according to their directions in executing effectually that Schermerhorn treaty."¹²

Richard Taylor's contingent, made up of nearly a thousand Cherokees, passed through Cross Hollow on March 20, 1838, as told in the diary of I. I. Morrow: "Wednesday 20th Cloudy & cool – traveled 15 miles to the X Hollows, east dinner at Homeslys [James Holmesly's] & came on 5 miles to [John] Fitzgeralds in company with Cox Fields Hemger & George D. Morrow – a mean house."¹³ That evening brought a rainstorm and caused the party to move slowly on the 19th, only another nine miles. Both diaries often refer to the Peter Hildebrand contingent being one day behind that of Taylor's. It is reasonable to assume they passed through Cross Hollow on March 19 or 20, 1838.¹⁴

This segment of the Springfield to Fayetteville Road, with its established stops at Elkhorn Tavern, Brightwater (south of Elkhorn Tavern), and farther south at Cross Hollows, was to be the primary thoroughfare for the audacious Butterfield Stagecoach line begun in 1858. Although short-lived, the Butterfield would run a distance of over two thousand miles, with its starting point at Tipton, Missouri, through northwest Arkansas, and other points, and on to its final destination in San Francisco. By 1860, northwest Arkansas' "first telegraph line was strung along the road, giving the road its last, and most enduring name – The Telegraph or Wire Road. The line ran from Springfield, Missouri, to Forth Smith, but was cut less than a year later when Arkansas seceded from the Union."¹⁵

Of course, the histories of the use of this road during activities surrounding the Battle of Pea Ridge during the American Civil War are exhaustive. Both northern and southern troop movements along the road are well documented with Cross Hollow mentioned as the place the Confederate troops, under the command of General McCulloch, rested just after the first fighting in February 1862.¹⁶

The Springfield to Fayetteville Road – Cross Hollow Segment is eligible for listing on the National Register of Historic Places under Criterion "A" with National significance by virtue of its status as a lengthy segment of road traversed by one of the first contingents of Cherokee Removal, under the command of B. B. Cannon in 1837, and by eleven of the seventeen contingents in 1838 and 1839 to follow along the road known as the Northern Route of the Trail of Tears. This two-mile stretch of road is the longest-known segment of road traveled on the Northern Route by Cherokee Removal contingents in Arkansas in the late 1830s that retains its integrity as a nineteenth-century roadbed. Its later association with the Butterfield Trail and Northern and Southern troop movements surrounding the Battle of Pea Ridge during the American Civil War augments its importance. The property is being submitted for National Register recognition under the multiple – property listing "Historic and Archeological Resources Associated with the Cherokee Trail of Tears."

9. Major Bibliographical References

Dorothy Allen. "Jane Fitzgerald Reddick" History of Benton County, Arkansas (Dallas, TX: Curtis Media Corporation, 1991).

Comprehensive Management and Use Plan, Trail of Tears National Historic Trail (Denver, CO: Denver Service Center, National Park Service, September 1992).

Grant Foreman. Indian Removal (Norman, OK: University of Oklahoma Press, 1953).

Joan Gilbert. The Trail of Tears Across Missouri (Columbia, MO: U. of MO Press, 1996).

History of Benton, Washington, Carroll, Madison, Crawford, Franklin, and Sebastian County, Arkansas (Chicago, IL: The Goodspeed Publishing Company, 1889).

http://www.nps.gov/peri/telegraph_road.htm.

http://www.nps.gov/peri/battle_intro.htm.

Duane King. "Cherokee Emigration Routes Through Northern Arkansas During the Forced Removal of 1838 – 1839", Submitted to the Arkansas Historic Preservation Program, Little Rock, AR, June 7, 2002.

Daniel F. Littlefield, Jr. The Pea Ridge National Military Park Site: Interpretive Contexts, Presented to the Arkansas Chapter of the National Trail of Tears Association, Pea Ridge National Military Park, January 19, 2002 as Part of the American Native Press Archives Indian Removal Through Arkansas Project (UALR American Native Press Archives, 2003).

James Mooney. Myths of the Cherokee, Bureau of American Ethnology Nineteenth Annual Report, Part I (Washington, DC: 1900).

Gary Moulton. The Papers of Chief John Ross, Vol. I, 1807 – 1839 (Norman, OK: The University of Oklahoma Press, 1885).

Robert V. Remini. Andrew Jackson and His Indian Wars (New York, NY: Viking Press, 2001).

U.S. Government Removal Act of 1830, Chap. CXLVIII, in http://www.civics-online.org/library/formatted/texts/indian_act.html.

Previous documentation on file (NPS):

- _ preliminary determination of individual listing (36 CFR 67) has been requested.
- _ previously listed in the National Register
- _ previously determined eligible by the National Register
- _ designated a National Historic Landmark
- _ recorded by Historic American Buildings Survey #
- _ recorded by Historic American Engineering Record #

Primary Location of Additional Data:

☒ State historic preservation office

☐ Other state agency

☐ Federal agency

☐ Local government

☐ University

☐ Other -- Specify Repository:

10. Geographical Data

Acreage of Property: The nominated property occupies less than ten (10) acres.

UTM References: Zone Easting Northing

Zone Easting Northing

A 15 400255 4016830 B 15 399616 4013719

Verbal Boundary Description:

The property consists of a 30-foot wide strip of land running approximately two miles and connecting the following UTM points on the Pea Ridge, Arkansas, quad map: A 15/400255/4016830; B 15/399616/4013719

Boundary Justification:

The property boundaries encompass the section of roadway meeting the registration requirements established in the multiple-property documentation form "Historic and Archeological Resources Associated with the Cherokee Trail of Tears as determined through field survey and GPS documentation on April 11, 2003, by Mark Christ, Holly Hope and Jim Files of the AHPP staff.

11. Form Prepared By

Name/Title: Chris Huggard and Greg Kizer, Contractors/Edited by Mark Christ, AHPP

Organization: Arkansas Historic Preservation Program Date: October 7, 2004

Street & Number: 1500 Tower Bldg., 323 Center St. Telephone: (501) 324-9880

City or Town: Little Rock State: AR ZIP: 72201

¹ John Fitzgerald was born in 1794 in Virginia and settled in Arkansas in the 1820s. His daughter married John Reddick, the son of William Reddick. John Reddick is credited with building Elkhorn Tavern. Dorothy Allen, "Jane Fitzgerald Reddick," History of Benton County, Arkansas (Dallas: Curtis Media Corporation, 1991), p. 717; History of Benton, Washington, Carroll, Madison, Crawford, Franklin, and Sebastian County, Arkansas (Chicago: The Goodspeed Publishing Company, 1889), p. 24; Benton County Records, Original Entry Records, 1835 – 1880 (Benton County Records, Roll 15, Arkansas History Commission), cited in Daniel F. Littlefield, Jr., The Pea Ridge National Military Park Site: Interpretive Contexts, Presented to the Arkansas Chapter of the National Trail of Tears Association, Pea Ridge National Military Park, January 19, 2002 as Part of the American Native Press Archives Indian Removal Through Arkansas Project (UALR American Native Press Archives, 2003, p. 13 ; Washington County Court Record, Book A (Washington County Records, Roll 19, Arkansas History Commission), cited in Littlefield, p. 13.

² Washington County Court Record, Book A, pp. 8.

³ Comprehensive Management and Use Plan, Trail of Tears National Historic Trail (Denver: Denver Service Center, National Park Service, September 1992), p. iii.

⁴ U.S. Government Removal Act of 1830, Chap. CXLVIII.; For a good general discussion of Jackson's attitudes toward Native American, see: Robert V. Remini, Andrew Jackson and His Indian Wars (New York, NY: Viking, 2001).

⁵ Grand Foreman, Indian Removal (University of Oklahoma Press, 1953) pp. 267-268.

⁶ Joan Gilbert, The Trail of Tears Across Missouri (Columbia, MO: U. of MO Press, 1996), p. 14.

⁷ Quoted in: James Mooney, Myths of the Cherokee, Bureau of American Ethnology Nineteenth Annual Report, Part I (Washington, DC: 1900), 131

⁸ Littlefield, p. 3.

⁹ For an account of Cannon's journey see, Foreman, pp. 280 – 283.

¹⁰ Cannon's diary quoted in, Daniel F. Littlefield, Jr., p. 5 (Footnote 19). There is a large spring approximately ¾ of a mile to the northeast of Cross Hollow, in Section 31, T 19N R29W, Duane King, Cherokee Emigration Routes Through Northern Arkansas During the Forced Removal of 1838 – 1839, Submitted to the Arkansas Historic Preservation Program, Little Rock, AR, June 7, 2002, p. 49.

¹¹ Richard Taylor (1788 – 1853) was "one of the conductors of the late emigration – and for many years past high in the councils and confidence of the Cherokee nation." Gary Moulton, The Papers of Chief John Ross, Vol. I, 1807 – 1839 (The University of Oklahoma Press, 1885), p. 705; He led "Detachment #11. . from 20th September 1838 to 24th March 1839, inclusive, making 186 days . . Hire of 51 wagons & Teams for 1029 persons." Ibid, p. 51; He would later become assistant principal chief from 1851 – 1853, p. 736; Peter Hilderbrand (1782 – 1851) prior to being named a conductor, operated a ferry at the mouth of Oconee Creek in McMinn County, Tennessee, near Benton, Ibid, p. 725.

¹² Quote from Butrick diary in: Littlefield, p.4.

¹³ Butrick made notes of the number of deaths in the Taylor contingent, with a total of 55 having expired on the trail. Littlefield, p.9; Morrow diary quoted in Littlefield, p.8; An amazingly detailed discussion of the Springfield to Fayetteville route through Northwest Arkansas is found in, King, , pp. 48 – 54.

¹⁴ Littlefield, p. 11.

¹⁵ http://www.nps.gov/peri/telegraph_road.htm.

¹⁶ http://www.nps.gov/peri/battle_intro.htm. This is an excellent web site with much information on the events, locations, and individuals involved in the battle.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 04001511

Date of Listing: January 19, 2005

Property Name: Springfield to Fayetteville Road – Cross Hollow Segment

County: Benton

State: Arkansas

Historic and Archaeological Resources Associated with the Cherokee Trail of Tears

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for Daniel J. Vivian
Signature of the Keeper

January 19, 2005

Date of Action

Amended Items in Nomination:

Section 3. Classification

The ownership of the property is hereby changed to Public-local.

Section 8. Statement of Significance

The recommended level of significance is hereby changed to national.

The Arkansas State Historic Preservation Office was notified of this amendment.

DISTRIBUTION:

National Register property file

Nominating Authority (without nomination attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Springfield to Fayetteville Road--Cross Hollow Segment

MULTIPLE NAME: Cherokee Trail of Tears MPS

STATE & COUNTY: ARKANSAS, Benton

DATE RECEIVED: 12/09/04 DATE OF PENDING LIST: 1/04/05
DATE OF 16TH DAY: 1/19/05 DATE OF 45TH DAY: 1/22/05
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04001511

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: Y NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT _____ DATE

ABSTRACT/SUMMARY COMMENTS:

The Springfield to Fayetteville Road – Cross Hollow Segment is nationally significant under Criterion A as an intact and lengthy section of road used during the Cherokee Removal along the Trail of Tears. In 1837 it was traversed by one of the first contingents of Cherokee Removal under the command of B. B. Cannon. Then, in 1838-39 it was traversed by eleven of the seventeen contingents to follow what was known as the northern route of the Trail of Tears. Today, the road retains integrity from its period of significance and reflects the history of the Trail of Tears.

RECOM./CRITERIA Accept A
REVIEWER Daniel Vivian DISCIPLINE Historian
TELEPHONE (202) 354-2252 DATE 1/19/05

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Springfield to Fayetteville Road - Cross Hollow Segment
Lowell vic. Benton Co, AR
Photo by M. Christ
April 2003
Negative on file at AHPP
View from North



Springfield to Fayetteville Road - Cross Hollow segment
Lowell vic., Benton Co., AR
Photo by M. Christ
April 2003
Negative on file at AHPP
View from north



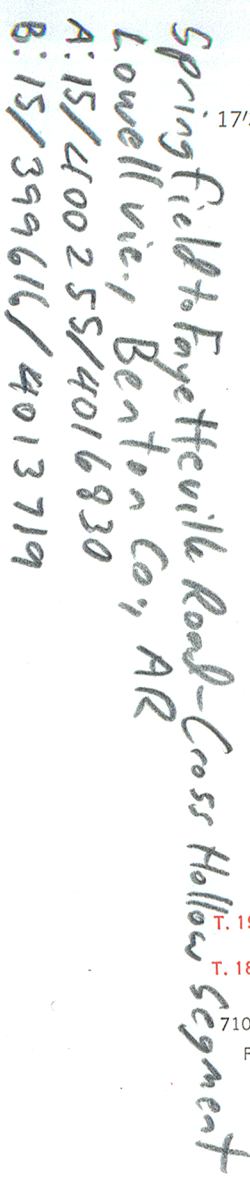
Springfield to Fayetteville Road-Cross Hollow Segment
Lowell vic, Benton Co, AR
Photo by Mr. Christ
April 2003
Negative on file at AHP
View from South



Springfield to Fayetteville Road - Cross Hollow Segment
Lowell vic. Benton Co. AR
Photo by M. Christ
April 2003
Negative on file at AHPP
View from north






Springfield to Fayetteville Road-Cross Hollow Segment
Lowell vic., Benton Co., AR
Photo by M. Christ
April 2003
Negative on file at AHPP
View from South



ROAD CLASSIFICATION

Primary highway, hard surface.....	Light-duty road, hard or improved surface.....
Secondary highway, hard surface.....	Unimproved road.....

 Interstate Route  U. S. Route  State Route

ROGERS, ARK.
N3615—W9400/7.5
1958
PHOTOREVISED 197
AMS 7156 I SE—SERIES V





The Department of Arkansas Heritage

Mike Huckabee, Governor
Cathie Matthews, Director

Arkansas Arts Council

Arkansas Natural Heritage
Commission

Historic Arkansas Museum

Delta Cultural Center

Old State House Museum



Arkansas Historic Preservation Program

1500 Tower Building

323 Center Street

Little Rock, AR 72201

(501)324-9880

fax: (501)324-9184

tdd: (501)324-9811

e-mail:

info@arkansaspreservation.org

website:

www.arkansaspreservation.org

December 6, 2004

Ms. Carol D. Shull
Chief of Registration
United States Department of the Interior
National Register of Historic Places
1201 Eye St., NW
8th Floor (MS 2280)
Washington, DC 20005

RE: Springfield to Fayetteville Road-Brightwater Segment, Brightwater
vicinity, Benton County
Springfield to Fayetteville Road-Cross Hollow Segment, Lowell
vicinity, Benton County

Dear Ms. Shull:

We are enclosing for your review the above-referenced nominations. The Arkansas Historic Preservation Program has complied with all applicable nominating procedures and notification requirements in the nomination process.

Thank you for your consideration in this matter.

Sincerely,

Cathie Matthews
State Historic Preservation Officer

enc.



An Equal Opportunity Employer

