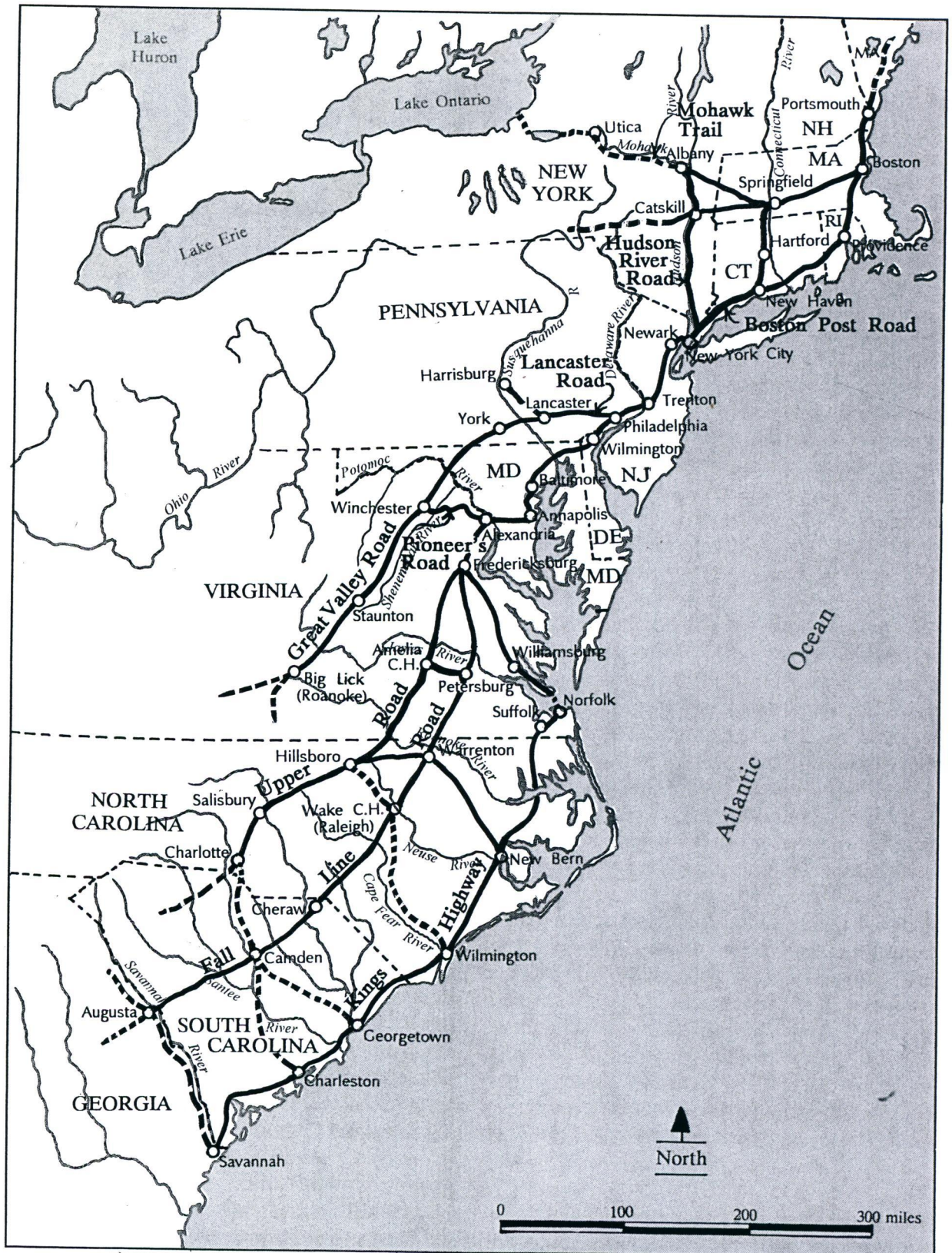
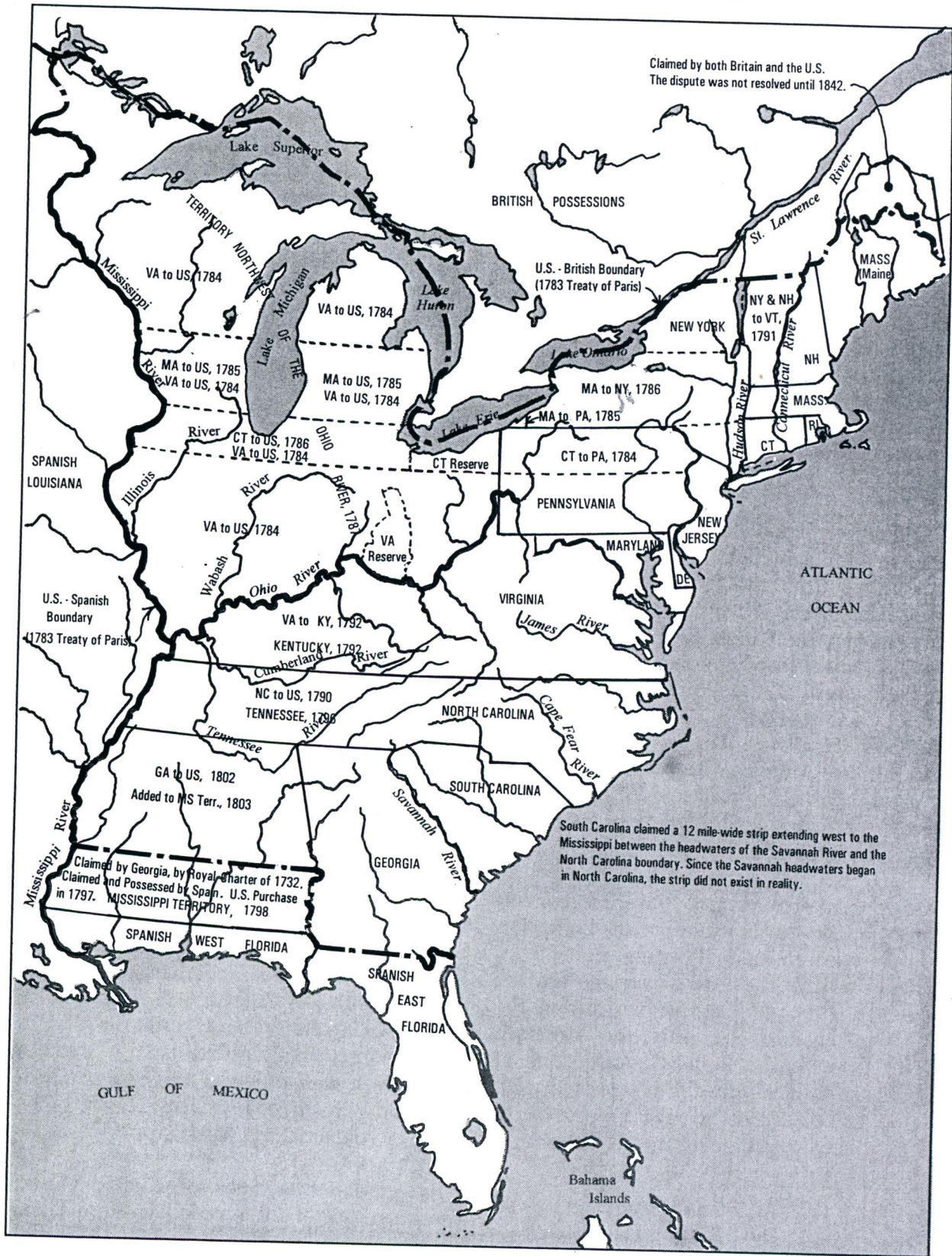


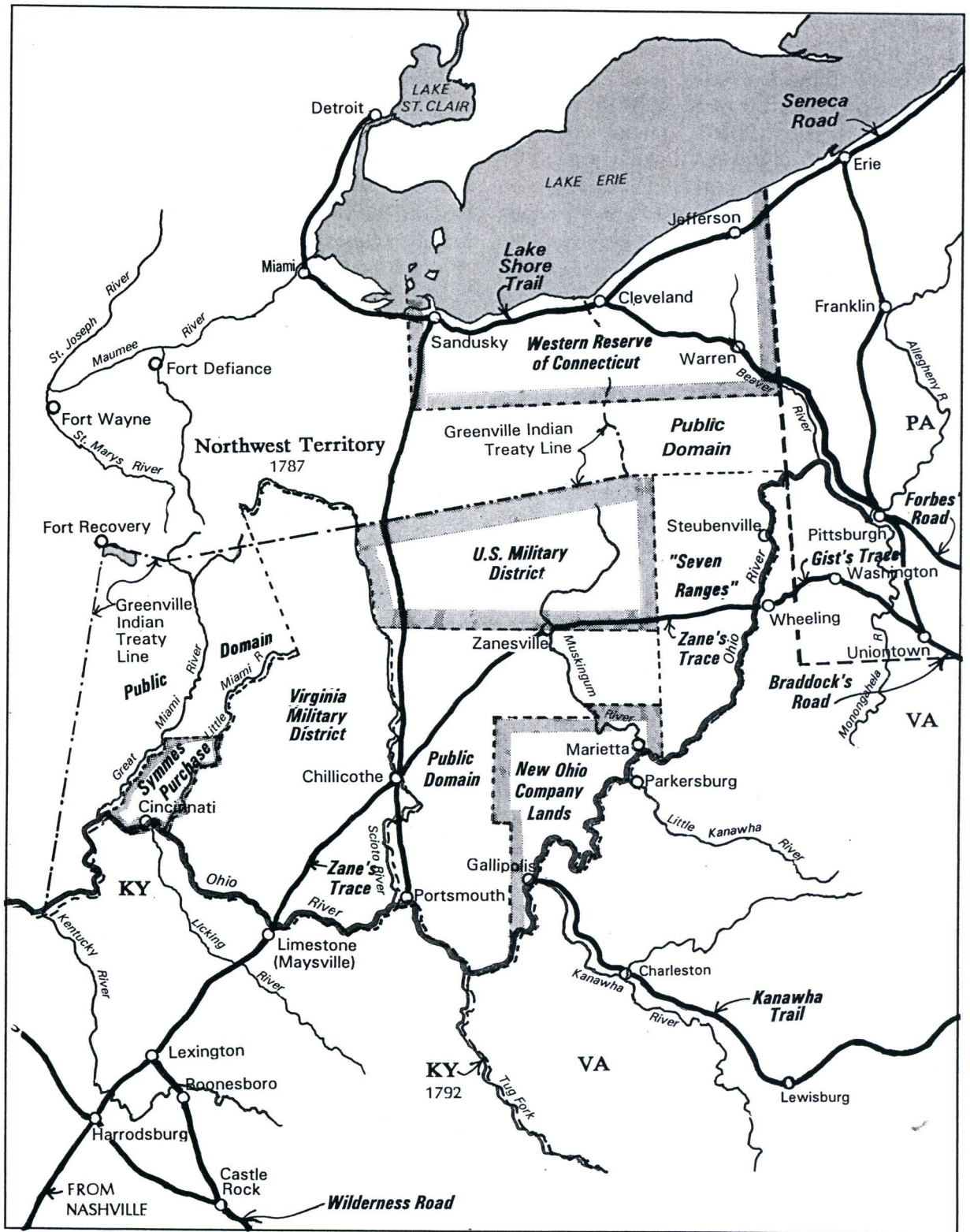
**The King's Highway.** As early as 1735, the coastal route of the King's Highway was mainly a postal trail between the colonies, and not a complete link for wagon traffic. By 1750, this wagon road linked all thirteen colonies, but was still not an easy road to follow. There were few bridges crossing rivers and streams, and during the spring, many parts of the road were impassable for weeks at a time.



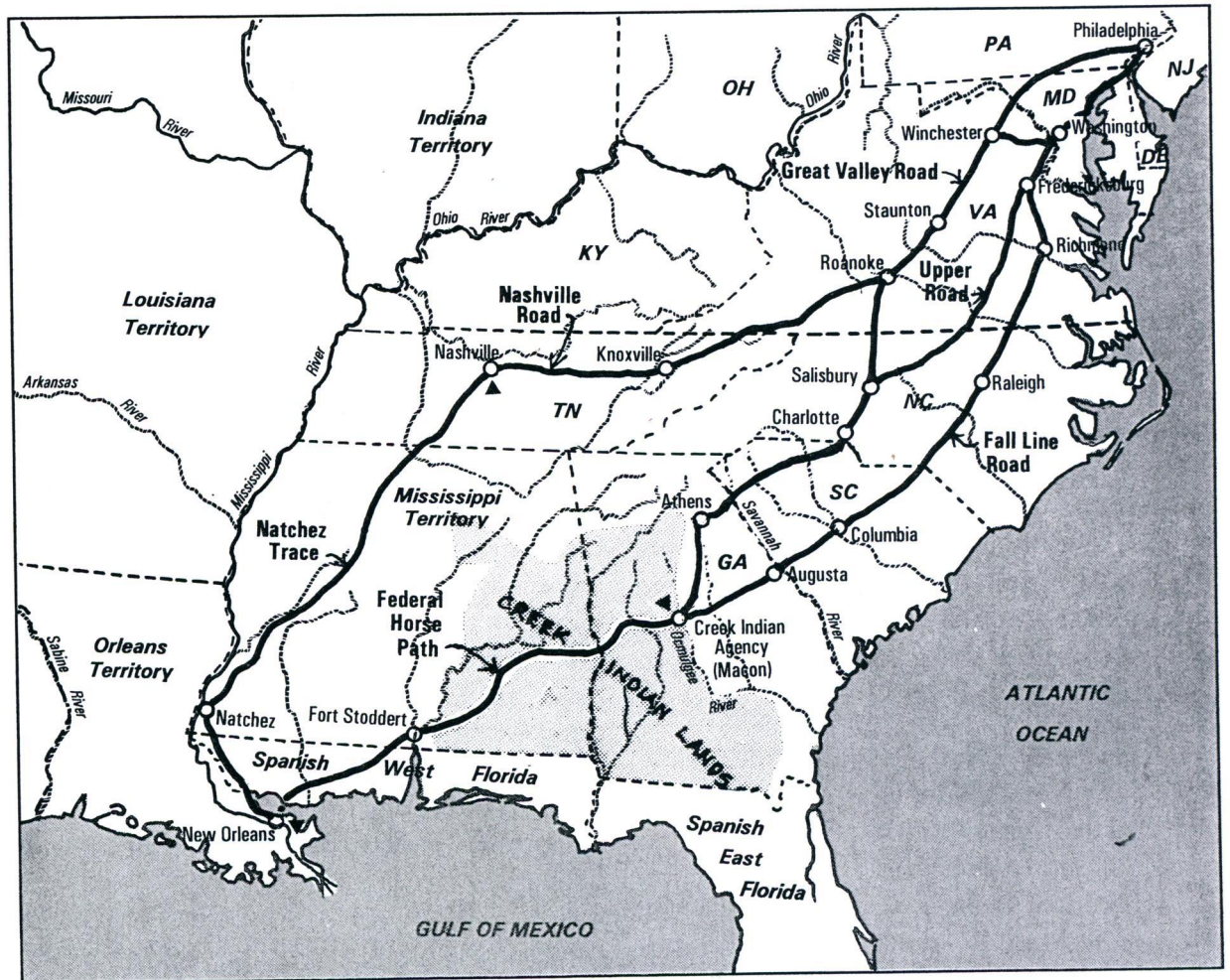
**Colonial Roads to 1750.** As one of the earliest east-west wagon roads, the **Lancaster Road** linked Philadelphia to Harrisburg before 1730. A connection from Lancaster to Winchester, Virginia, in the early 1740s created what was either called the **Philadelphia Wagon Road** or the **Great Valley Road**. The **Fall Line Road** crossed Virginia and the Carolinas and, eventually, into Georgia. By 1746, the **Pioneer's Road** had connected Alexandria to Winchester, Virginia, joining with the Great Valley Road. By 1748, the **Upper Road** became an important wagon route for migrations into the Carolinas.



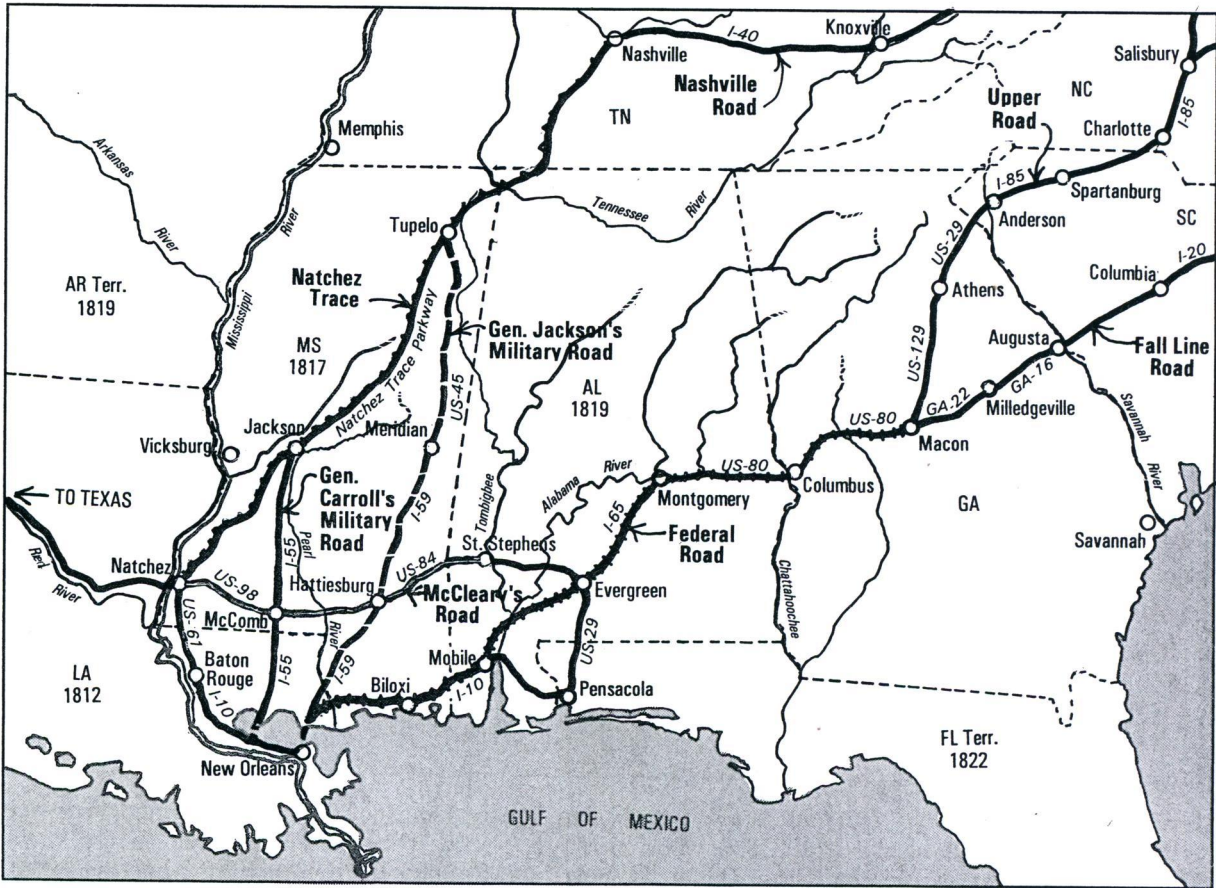
**State Land Cessions, 1787-1802.** By ratifying the constitution, the states ceded certain western lands to the Federal Government. North Carolina ceded the area that was to become Tennessee and Virginia ceded the area that became Kentucky. The Northwest Territory was created from land ceded by three states: Virginia, Massachusetts, and Connecticut. Georgia finally ceded its western lands in 1802, and Tennessee, these ceded lands became the "public domain" of the United States.



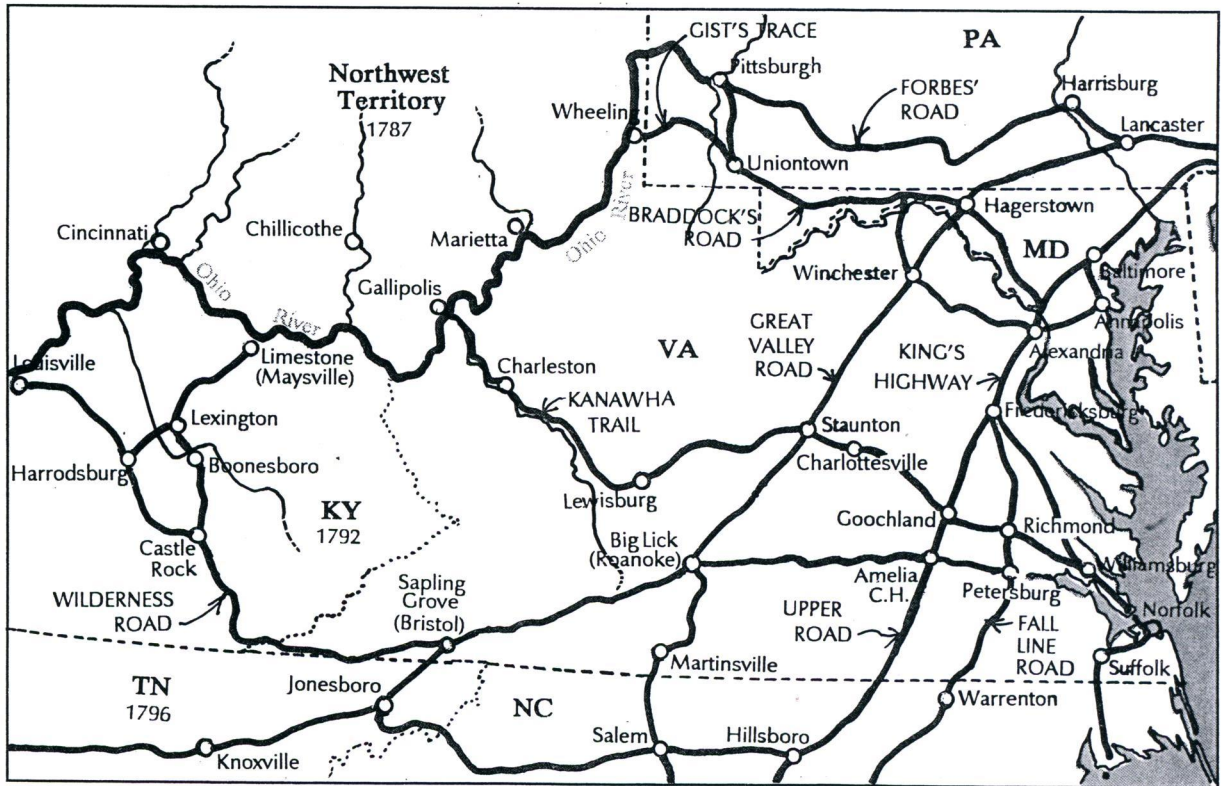
**The Ohio Country, 1787-1800.** Before 1790, land sales were limited to areas granted to private land developers, the two largest being Rufus Putnam's New Ohio Company and the Symmes Purchase. The Virginia Military District was set aside for military bounty-land claims, as was the U.S. Military District. The Western Reserve was settled mainly by people obtaining land grants from the State of Connecticut. The reserves were not part of the "Public Domain". The first Public Domain area opened in 1797 for sales to anyone was the tract of land called the "Seven Ranges". By 1800, there were Government Land Offices located at Cincinnati, Steubenville, Marietta, and Chillicothe and public land was being sold in all areas south of the Greenville Indian Treaty Line.



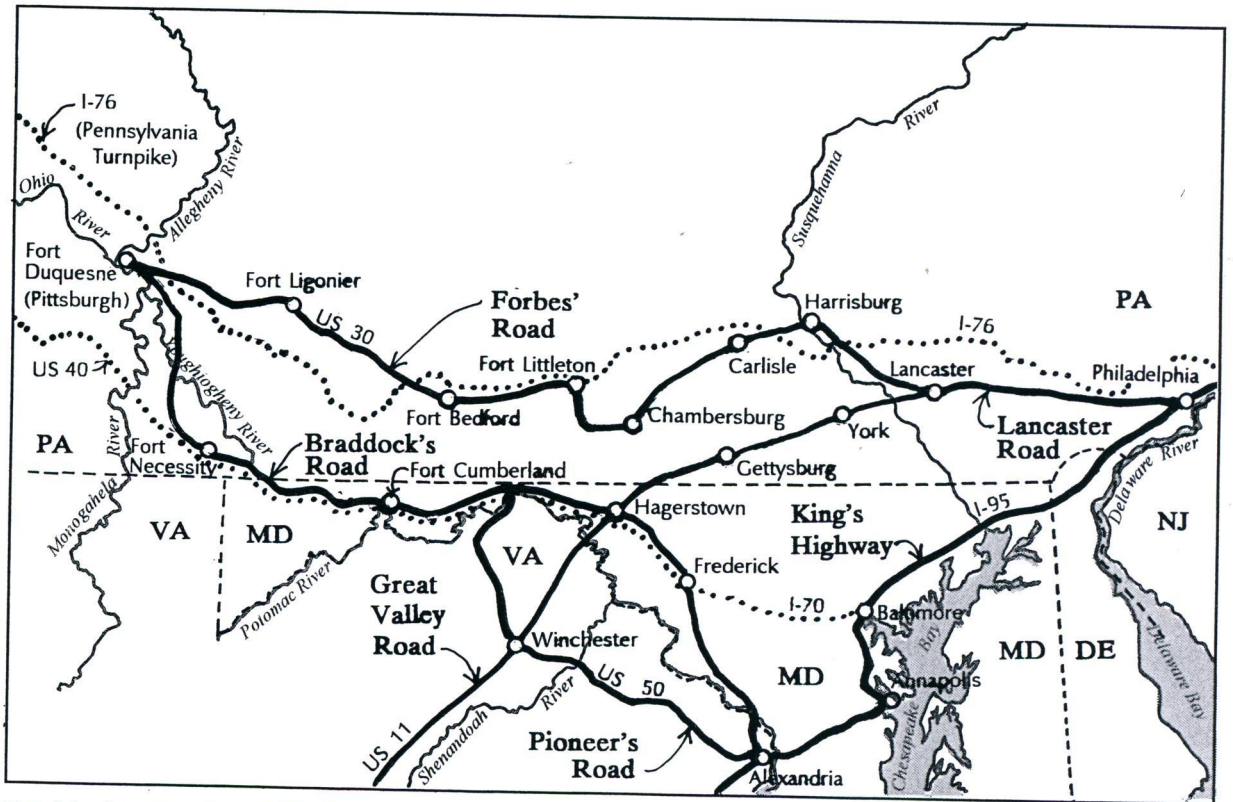
New Orleans to Washington, 1806. Only two overland routes were available for mail out of New Orleans to the new nation's capital in Washington: The Natchez Trace, and the Federal Horse Path. Much of the Federal Horse Path was within Creek Indian lands. The Federal Government's right to build the Federal Horse Path was provided for in a treaty with the Creek Indians in 1805. After the Louisiana Purchase, the U.S. believed they owned West Florida as well, but Spain disagreed with that opinion. A portion of the Federal Horse Path ran through the disputed West Florida panhandle, an area which was not part of the U.S. until a treaty with Spain in 1812.



The Ways South After 1815. The new roads built or the existing roads that were improved during the War of 1812 provided the means for moving cannons, wagons, and troops against the British. After the war, these military roads became the primary migration routes to the Old Southwest. The most heavily traveled road was the **Federal Road**, which was the route of some 300,000 people over the twenty-five years following the War of 1812. The Federal Road was also a major route taken by many southern families moving to the Mexican province of Texas in the early 1820s.

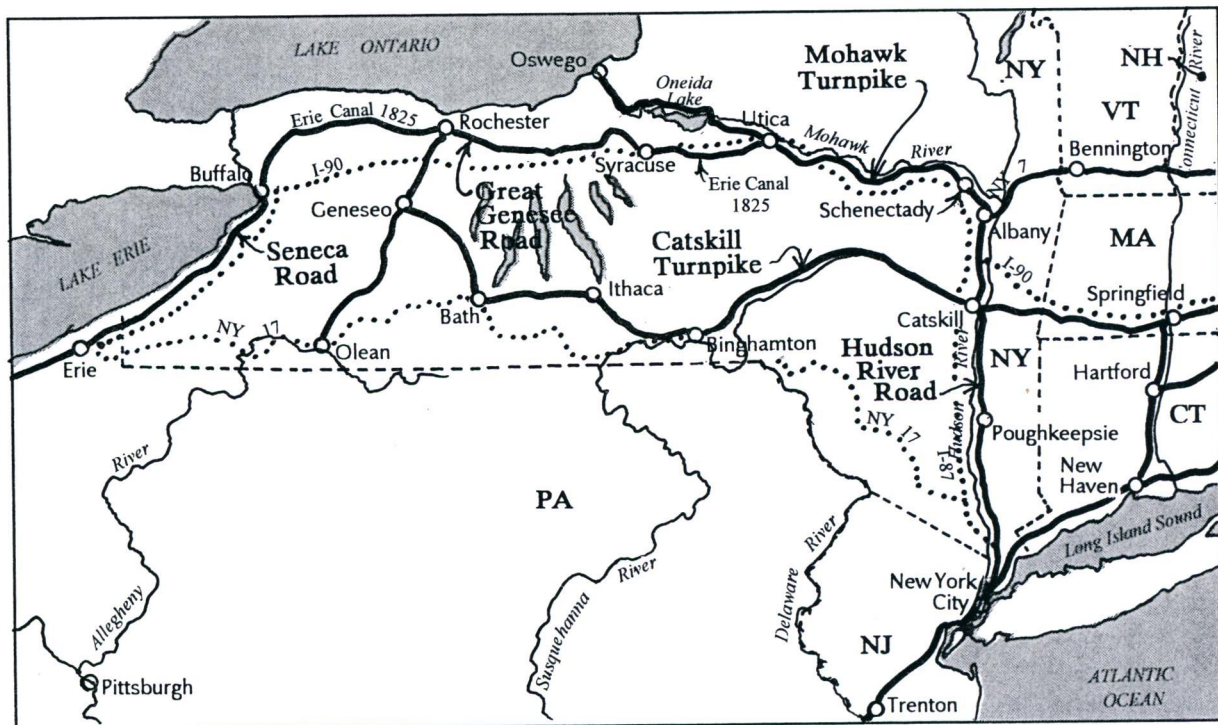


**The Way West, 1775-1795.** Daniel Boone's Wilderness Road was the route for thousands of settlers into Kentucky. Meanwhile, the western Pennsylvania routes provided an overland access to the Ohio River. After the Revolutionary War, western migrations on these routes continued to increase.

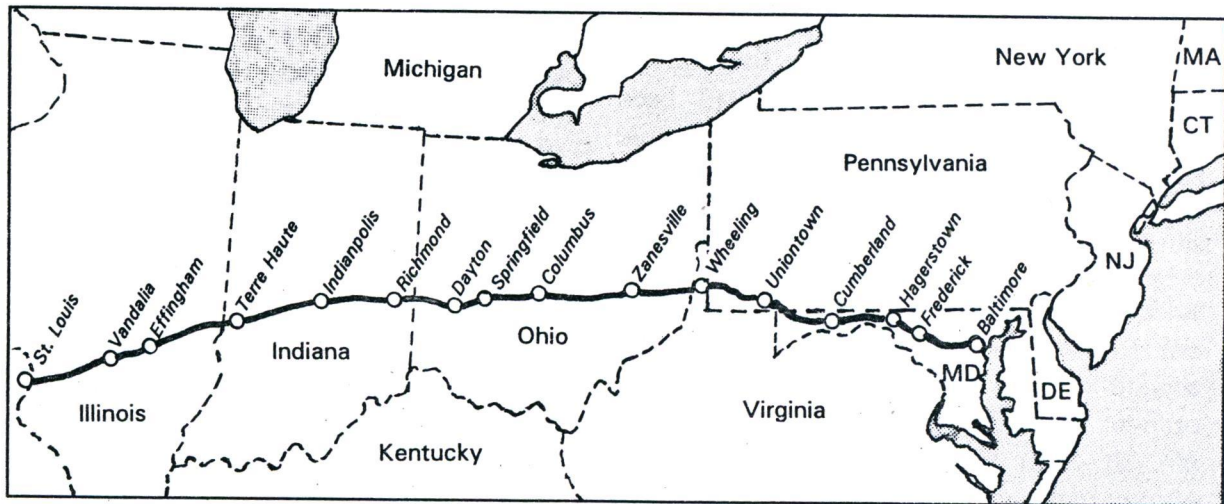


**Braddock's Road and Forbes' Road, 1755-1758.** As strategic military roads built during the French-Indian War, these roads advanced through the mountain areas of Maryland and Pennsylvania. They created western migration routes for wagon-loads of families.





**New York Migrations.** The early Hudson River settlements reached Albany, where the Mohawk River Valley was a natural route to the west from Albany to Lake Erie. This route has gone from a horse path in the early 1700s, a wagon trail in the 1750s, the route of the Erie Canal by 1825, the New York Central Railroad by 1850, and the New York Thruway today.



**The National Road, 1818-1838.** The first section of the National Road was completed in 1818, from Baltimore to Wheeling. This route was also called the "Cumberland Road" and was soon the most heavily traveled highway in America. The grading and surfacing made it by far the most comfortable road to travel for its day. Stagecoaches and commercial wagon traffic was heavy, with teams of wagons carrying grain and produce from the interior to markets in the East, and manufactured products to the West. Many taverns and inns catered to travelers, where the latest news and politics were exchanged around the roaring fireplaces. The road was completed across Ohio by 1828, across Indiana by 1832, and completed to St. Louis in 1838. In the 1840s, the road was continued to Jefferson City, Missouri. The towns along the National Road grew rapidly and became some of the most important trading centers in America. Baltimore benefited the most as the eastern terminal of the National Road, rivaling New York, Philadelphia, and Boston as the prime seaport of the United States. The same general route of the old National Road is very close to U.S. Highway 40 and Interstate 70.